

Sea *AND PACIFIC* *MOTOR BOAT*



PACIFIC COAST CHAMPIONSHIP REGATTA
TO SITKA AND GLACIER BAY
WHY NOT TRY THOSE NEW RULES?
LATEST DOPE ON THE GOLD CUP

Features of Mercury
Motors are protected
by issued or pending
patents.

REVERSE GEAR AND NEUTRAL
A gear shift that really works —
engineered for outboards only.
Salt water proof. Stays in adjustment.
Meets Mercury's rigid standards
of performance.

**TWIST GRIP SYNCHRONIZED SPARK
AND THROTTLE.** New longer
steering handle for easy control.

FULL JEWELLED POWER —
ball and roller bearings
throughout.

Move Up...

to a

MERCURY *Cruiser*

The outboard that will still be copied years from now!

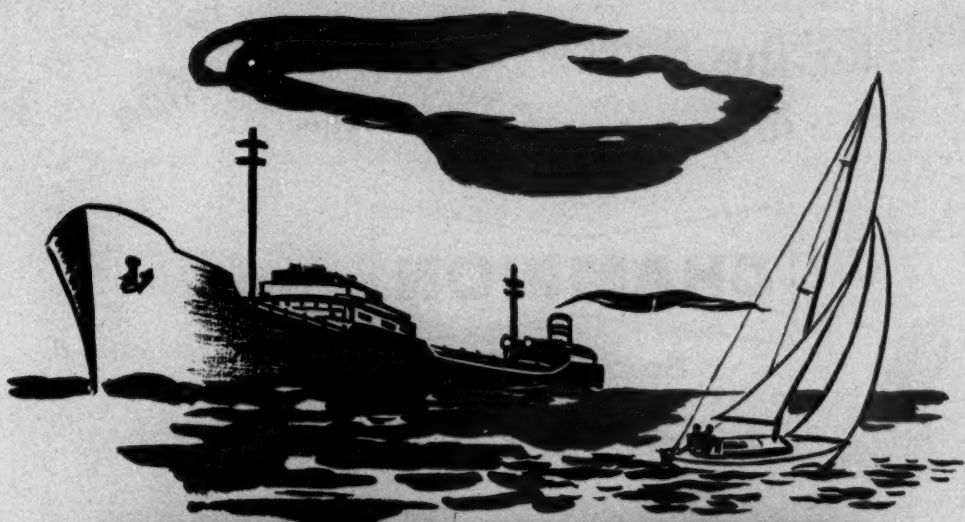
Here it is — tomorrow's outboard today! Drive it and see why the new Mercury Cruiser is bound to be copied. For here is an outboard that gives you *more* performance than others of two to three times its rated horsepower — with up to 30% less weight!

The New "Cruiser" is another product of Mercury's *creative engineers* . . . men who steer clear of "dead tradition" . . . who are never satisfied with "good enough." Thanks to their progressive spirit Mercury outboards *outperform all other makes!*

See your Mercury dealer for one convincing demonstration and you'll own tomorrow's outboard today!

Write for free illustrated catalogue — "Move Up To A Mercury" KIEKHAEFER CORPORATION, Fond du Lac, Wisconsin.





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No matter which is yours,
Cass and Johansing can
arrange complete
insurance protection to
meet your requirements.

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C. KING BRUGMAN, Manager of the Marine Division • MUtual 5371

*for the Sweetest Running Engine
this Side of Heaven -*

Use

CHAMPION

Spark Plugs"

—GUY LOMBARDO

The popular leader of one of the country's favorite dance orchestras, Guy Lombardo, has long been a figure in American power boat racing. The former Gold Cup Trophy winner and power boating's number one driver in 1948 piloted his Champion-equipped TEMPO VI to decisive victories in both the 1950 and 1951 National Sweepstakes Trophy races.



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Sea and Pacific Motor Boat



A MILLER FREEMAN PUBLICATION

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—Photograph by Ed Reinell

This is the time of year when all hands start dreaming of those far-off islands of the South Pacific, with their fantastic mountain peaks covered with tropical verdure, white-crested rollers crashing on coral reefs, those impossible tropical fish, and we mustn't leave out those ducky, alluring maidens.

Well, we all can dream, though few of us can go. Those who do bring back pictures like this of Omoa Bay, Fatu Hiva, in the Marquesas, and the wanderlust makes us sad and dreamy all over again.

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VOLUME 44, NO. 9

AUGUST, 1952

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AUGUST, 1952

SEA and PACIFIC MOTOR BOAT

A COMPLETE MARINE CATALOG

THE other day a boat owner called me to ask how to get a certain item of equipment. He said somebody had told him about it, but did not know the name of the manufacturer or of the local distributor.

I remembered seeing it advertised in the July number of SEA and PACIFIC MOTOR BOAT, so I was able to tell him exactly where he could find it.

Then I started turning over the pages and noticed that there was a pretty wide variety of services and products advertised in that magazine. I began to realize that it contained information about all kinds of pleasure boats and just about everything an owner could need after he had a boat. If he wants to get a new boat, there is quite a list of naval architects and boat builders. Several manufacturers of stock boats, both power and sail, are there and a great many yacht brokers, in case he wants a used boat. There are advertisers of main power plants inboard and outboard, and auxiliaries, sailmakers, compasses, other navigating instruments, radiotelephones, depth recorders, pumps, various kinds of electrical equipment, makers of cushions, mattresses, boat and sail and hatch covers, paint, varnish and seam composition manufacturers, makers of shafting and gears, propellers, plastics, anchors and other marine hardware, cooling systems, wire, manila and nylon rope, boats for charter, all sorts of specialties, marine insurance, and many other things.

In other words, you are holding in your hand right now a complete marine catalog. If you want a boat, or anything for a boat, you can find it right here. And another thing! This catalog is not out of date, the way so many catalogs you send for soon become. It is published every month, consequently is right up to the minute.

The firms that appear in this "catalog" are the active ones, who believe in their products enough to spend money on advertising them. Therefore, you are likely to find the best in any line herein.

Perhaps you have been making use of this catalog for years; if so, you have formed a good habit. If you have not, it is high time you did. It is not only the easiest way, but will lead you to the best products.



Best way to place a call from ship-to-ship

Ship telephone service links ships and coastal craft at sea and connects them with telephones on land and all around the world. Ship-shore calls mean more business, more safety and comfort at sea for those who enjoy this valuable telephone service. If you'd like information on how ship-shore can serve you, just call or write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.



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CHECK

your boat's electrical equipment NOW!

It pays every owner of a boat, pleasure or commercial, to check his electrical equipment periodically. As part of the check, drop in at any EHG store and see what electrical items will add to your enjoyment or earning capacity. When you think of marine equipment or service, remember that EHG is—

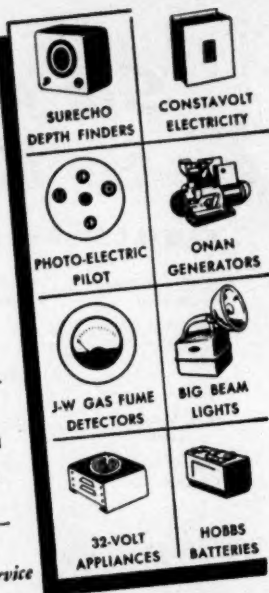
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2 HYDRO-DYNE

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Write for 1953 Outboard Catalog

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GRAND RAPIDS, MICHIGAN

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REMOTE CONTROL SEARCHLIGHT Fig. 241

For operation from the dash on inboard and outboard runabouts.



SELF CONTAINED BATTERY LIGHTS

For Sail Boats having no power or battery.

Fig. 41



Fig. 141

OIL CABIN LAMPS

For cabin illumination, save battery when at anchor.



SPHERICAL COMPASS

Fig. 448

Magnified black dial with white lettering; highly visible at all angles.

Get our 1952 Catalog 135. Send 50¢ for postage and handling. FREE to Naval Architects, Dealers, Jobbers, Boat Builders, Ship Yards. Write us on your Company Stationery.

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Cruise famous waters of the West with Standard Marine Products

Puget Sound

For the time of your life, see Puget Sound! In August, the Gold Cup and Seafair races will be run on Lake Washington; there are also thousands of square miles of scenic waters... hundreds of beautiful islands... clamming, crabbing, and fishing trips galore. For your boating needs, there are 47 Standard Marine Stations in this area (red dots on map), part of a network of 273 from Mexico to Alaska.

NEAH BAY
KING SALMON FISHING
JUAN DE FUCA STRAIT
PORT ANGELES

Give fuel waste the "deep-six"

You can protect your wallet best by using Chevron Gasoline. Its faster starting qualities stop waste commonly caused by choking. And Chevron Gasoline is balanced to give your boat full power in any season, any waters. Depend on its uniform vaporization for even distribution in your manifold... for getting under way faster with more power.

How to Avoid Whisker-Singe When Refueling

The easiest rule to forget when you refuel is "No Smoking!" After getting rid of your cigarette, follow these rules for safety: (1) shut off stoves and spark-making equipment; (2) close boat up tight to keep out vapors; (3) hold nozzle against fill pipe to prevent static electricity; (4) air boat out thoroughly before using starter.



SKIPPER SEZ—Familiar sights around Coos Bay, Oregon, are these diesel-powered workhorses of Knutson Tow Boat Co. To keep them performing their best, the Knutson diesels get a steady diet of Standard



Diesel Fuel and RPM DELO Lubricating Oils. "We have only the highest praise for Standard Marine Products," says Skipper Harold Knutson. "They've kept operating costs to a minimum, and we've never had any lubrication problems."



When you're getting under way, be sure you haven't left a line trailing overboard. They have a mean habit of tangling with propellers.



To protect outboard motor gears, use RPM Outboard Gear Lubricant. It contains a special anti-wear agent... clings to metal and helps prevent rusting... will not deteriorate in fresh or salt water. Be sure and try it soon.

When entering strange inlets, use buoys with caution. Sand bars shift continually, and breakers often reveal shoals.

Your engine'll last longer if you change to Heavy Duty RPM Motor Oil. Case histories prove that, compared with premium type oils as designated by the American Petroleum Institute, it doubles engine life, the time between major overhauls due to lubrication.

Pleasant cruisin' and best of luck to you, Mate. Got to shove off now, but I'll be back next month with some more tips. See you then.

Skipper

Next month:
Columbia River Mouth

STANDARD MARINE PRODUCTS

STANDARD OIL COMPANY OF CALIFORNIA

CHEVRON GASOLINE STANDARD DIESEL FUELS RPM DELO OILS RPM MOTOR OIL
RPM GREASES RPM OUTBOARD MOTOR OIL RPM OUTBOARD GEAR LUBRICANT

T. M. S. CHEVRON—RPM—RPM DELO. REG. U. S. PAT. OFF.

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E-1

What'll You Have?

- Runabout?
- Express Cruiser
- Cruiser?
- Motor Yacht

Here are just a few in the world's finest and largest line of pleasure boats.

1952 Chris-Craft!

See these and many others at the Southern California Chris-Craft headquarters



**KEN WILSON
COMPANY**

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NEWPORT

BEACH, CALIF.

Phone — Beacon 5271



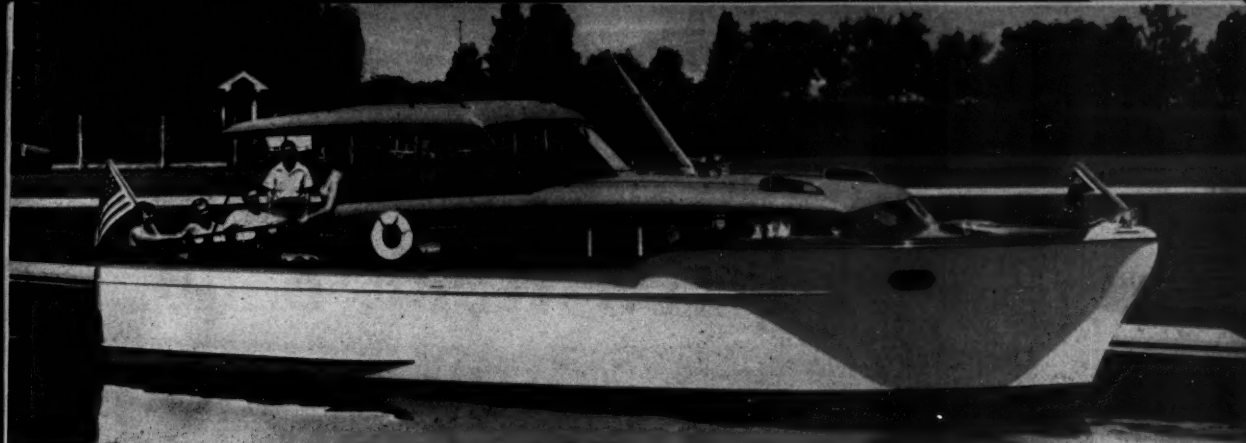
Here is a 42' Double Cabin Flying Bridge Cruiser we recently delivered and completely equipped for sport fishing, yet with all facilities for luxury living for all family. Large master stateroom aft; paneled deckhouse with passage to bridge; dinette; galley; 2 toilet compartments; cabin forward. Sleeps 8. Twin engines, speed to 23-mph.

USED BOATS, too! We have some excellent buys that have been turned in on 1952 models. See our stock of used boats

All are powered with
Sturdy, Dependable

CHRIS-CRAFT

Marine
Engine



There are years and years of healthful enjoyment for you in this new 1952 Chris-Craft 34-ft. Commander! Stateroom forward, dinette, galley,

toilet compartment. Sleeps 6. Options of twin engines, speeds to 30 m.p.h. Other beautiful, new Chris-Craft Cruisers for 1952, 23 thru 50 ft. Act now!

Command a New 1952 Chris-Craft!



Glistening two-tone Rivieras Runabouts for 1952 in 18 (above) and 20-ft. lengths, with speeds to 40 m.p.h. Also, high-speed Chris-Craft Runabouts in 17 and 20-ft. lengths. Join the fun! Buy NOW!



Fast, new 22-ft. Sportsman—big and sturdy for fun on the water! Speeds to 38 m.p.h. Also, 17 and 18-ft. Sportsmen and rakish, new 1952 Holidays in 19 and 29-ft. lengths. See your dealer for data today!



Here's a low-cost cruiser by Chris-Craft—new 24-ft. Express with large cockpit, 2 bunks forward, galley shelves. Speeds to 38 m.p.h. New Express Cruisers also available in 22 thru 42-ft. lengths.



Inviting lines, clean design make this new 27-ft. Semi-Enclosed Cruiser a beauty on anybody's lake. Bow cabin with 2 berths, toilet. Spacious, airy cockpit. Single or twin engines, speeds to 32 m.p.h.



Large and luxurious! New 54 and 62-ft. Motor Yachts by Chris-Craft! Above, the Fifty-Four with gorgeous interior, accommodations for 10. Twin Chris-Craft or Diesel engines, speeds to 30 m.p.h.



Pirate new treasures of boating pleasure! Board this 47-ft. Buccaneer with Super Sun Deck, carpeted salon, state-rooms fore and aft, dinette, galley, 2 toilets. Sleeps 9. Twin engines, speeds to 24 m.p.h.

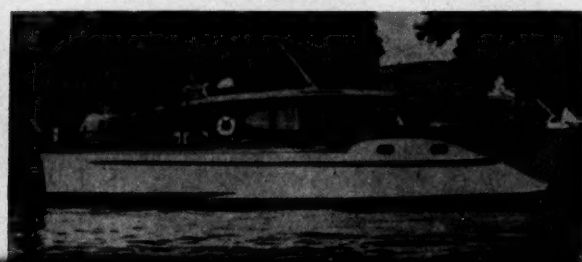


Sunny new Sun Deck of the 50-ft. Catalina adds an open-air living room to this stream-styled cruiser. Look at the room on that deck, the wide lounge seat across the back!



Chef's delight is this complete ship's galley of the magnificent 62-ft. Motor Yacht—modern in every way! This is typical of the quality you buy when you buy Chris-Craft!

Beautiful 42-ft. Double Cabin Flying Bridge Cruiser has facilities to double as a plush resort home: large master stateroom aft; paneled deckhouse with passage to bridge; dinette; galley; 2 toilet compartments; cabin forward. Sleeps 8. Twin engines, speeds to 23 m.p.h. Dual controls, extra.



Chris-Craft Runabouts, Sportsmen, Express Cruisers, Cruisers and Motor Yachts—16 thru 62 ft.—all new for '52 to set new standards of boating comfort and enjoyment through advanced design and styling. See your friendly Chris-Craft Dealer today!

Chris-Craft

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WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT ENGINE TOWS GIANT 120-TON WORK BARGE

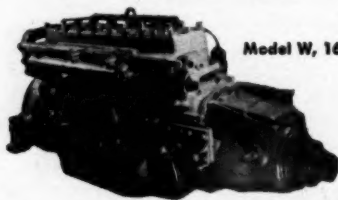


Chris-Craft-powered *Pirate* pulls the massive 167-ft. barge, *General Ludlow*, through icy waters.

**Tug *Pirate* gives Chris-Craft Marine Engine a real workout
under all conditions on tough marine salvage jobs!**

"**Bub**" Merrill, General Manager of the L. C. Merrill Dredging Co., says, "Time means money in our operation, and the fact that our Chris-Craft 160 furnishes dependable power in any weather is important! Trouble won't wait for fair weather, and our Chris-Craft gives us steady year-round performance, even with loads ranging to 240,000 pounds, on our

167' barge. We've been using Chris-Craft engines for a quarter of a century, and have found that for economical, trouble-free service Chris-Craft is tops."



Model W, 160 h.p.

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are marked inside with bold yellow lines that you can see plainly through the widemouth top. Just pour to the mark.

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- water resistant • contains an additive to guard against scuffing and wear on gears
- contains another additive to guard against rust
- comes in 8-ounce collapsible tube, with spout for ease in filling gear cases without leakage



EVERYTHING for BOATS!

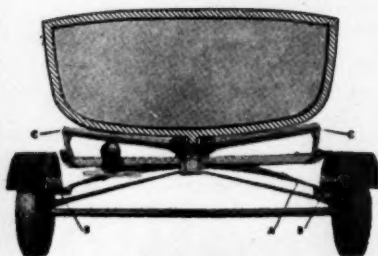
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FAMOUS BOATS THE WORLD OVER

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Foremost Four FOR BOATING FUN!

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*Power ratings are O.B.C. certified brake H.P. at 4000 R.P.M.
Weights, materials and construction subject to change without obligation.



EVINRUDE

FIRST IN OUTBOARDS
43rd YEAR

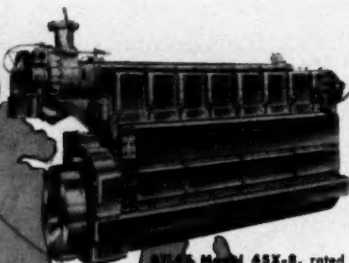
AUGUST, 1952

SEA and PACIFIC MOTOR BOAT

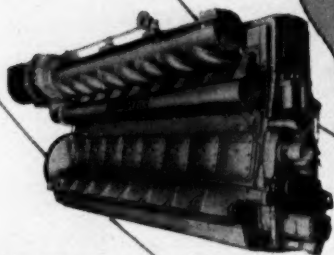
**SUPERIOR and ATLAS DIESEL
POWER**

**SUPERIOR and ATLAS DIESEL
SERVICE**

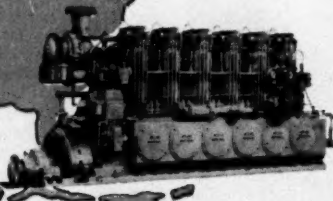
*Everywhere
in
North
America*



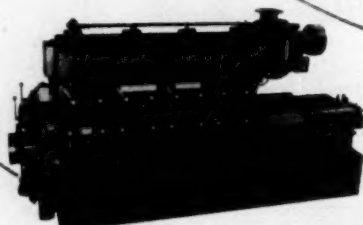
ATLAS Model 45X-8, rated 600 horsepower at 750 r.p.m.



SUPERIOR Model 60X-8, rated 1500 horsepower at 600 r.p.m.



ATLAS Model 75X-6, rated 600 horsepower at 325 r.p.m.



SUPERIOR Model 40X-8, rated 540 horsepower at 750 r.p.m.; 650 horsepower at 900 r.p.m.

From Ketchikan to New Orleans to Halifax—everywhere you need diesel power or diesel service you can depend on Superior and Atlas facilities.

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- ★ Adequate stocks of replacement parts and operating supplies.
- ★ Skilled service personnel.
- ★ Engineers with broad experience in diesel application.

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If you haven't received the latest bulletins on Atlas and Superior 4-Cycle Diesels be sure to write for details on the types and sizes you use or expect to purchase.



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Park Rapids, Minnesota
New York • Seattle • New Orleans

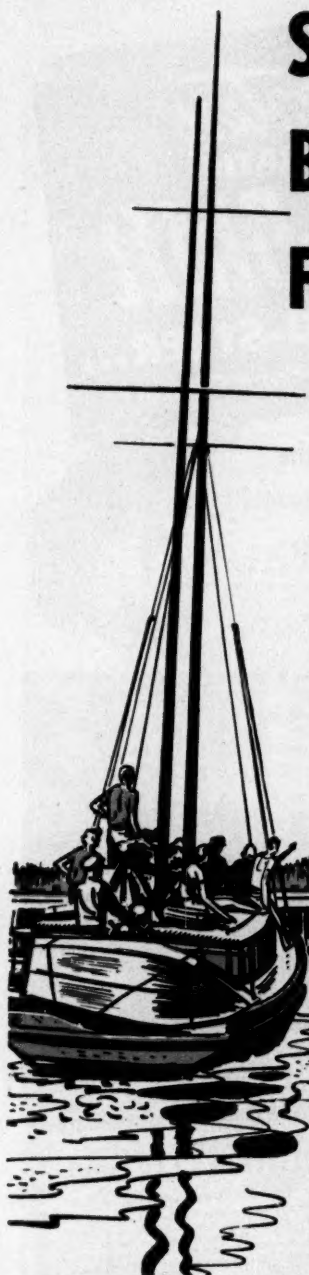
SEA and PACIFIC MOTOR BOAT

AUGUST, 1952

Serving Astoria Yachts and Boats with **UNION'S** Famous Marine Products



HUGO SEEBORG (*left*) and **M. R. "RED" PAYNE** (*right*) are in charge of the Union Oil marine dock in Astoria, Oregon. The Astoria dock is equipped with hot water showers and is open 24 hours a day. Hugo and "Red" always have the latest fishing information available for their many loyal customers.



Union Oil docks are located in key Pacific Coast harbors from Alaska to Panama. At these convenient docks, you will find service that is fast and efficient...marine products that are dependable and economical. Next time, tie up at the sign of the orange-and-blue 76.

ASTORIA REGATTA AND SALMON DERBY

The first Astoria Regatta since 1941 will be held this year, August 28-30, inclusive. The world-famous Royal Chinook Salmon Derby takes place in Astoria August 30 through September 6.

TRITON MOTOR OIL TSX MOTOR OIL DIESEL UNOBA GREASE
76 WHITE GASOLINE 7600 GRADE 80/87 GASOLINE

UNION OIL COMPANY

OF CALIFORNIA

SEA and PACIFIC MOTOR BOAT



AUGUST, 1952

13

Go for the big ones
with the best!.....



The motor with the
best-for-fishing features!

NOW! Go for the big ones with a MARTIN AQUAMATIC Twist-Shift OUTBOARD MOTOR... "Best Outboards Ever Built!"... more features for more fishing fun... more CON-TROLL-ABILITY... speed... endurance! On lakes or streams, in fresh or salt water, MARTIN is the motor for you!

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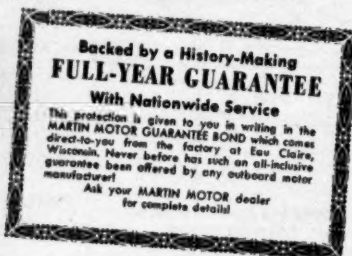


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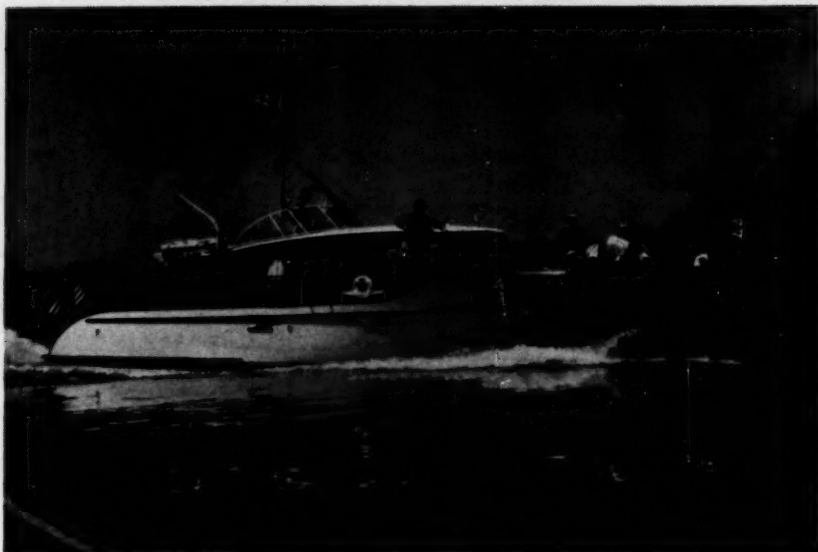
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SAN
PEDRO

AUGUST, 1952

SEA and PACIFIC MOTOR BOAT



ON A GREAT GOLDEN FLEET CRUISE

Dan London's Great Golden Fleet makes several mass cruises each season with continually growing attendance. On a recent such cruise from San Francisco to Stockton, Dan London's camera caught two of the crews enjoying themselves after their own fashion.

On Paul Koss' Pee Kay Too all hands are just sitting around watching the river scenery.

One member of Beldon Gardner's Hog N' Ogg V takes time out to do some aquaplaning on the smooth waters of the San Joaquin River.



Some of the mountains that look down upon Glacier Bay.



TO SITKA and GLACIER BAY

By FLORINE LONGO

AWAY from Seattle docks on June 18th of '51 for a 19-day adventure trip to Alaska! There were eight men and ten women of us on Arthur Church's ex-Coast Guard patrol boat, the *M. S. Twanob*, all in tune with the idea of sharing the work, the fun and whatever else might be our luck. "Whatever else" wasn't slow in catching up with us.

Under sunny skies, we left Seattle and cruised north to Deception Pass, the San Juan Islands and into Canadian waters. The moon came up bright and our skipper had plans for an all night run to catch a tide at Seymour Narrows. This, he said, could give us an extra day in Alaska. (It seems there is always a tide to catch somewhere, and when missed, one just waits for another, same as you do for a missed train or plane. The wait is generally six hours.)

The Straits of Georgia, so beautifully protected on the map by Vancouver Island from wind and storm, were in a nasty mood, and by midnight, all except the helmsmen went below to the bunks.

About 11 p.m. the *Twanob* began to pitch and roll and stand on end. It seemed to fall into nothingness, only to be tossed up again with a wallop. We who could stay in our bunks, hung on. Water poured down the companion way onto the floor and into our beds. No one slept. But finally the long night ended. We hadn't caught our tide but who cared! We tied up at Campbell River at 8:29 a.m. The quiet was wonderful!

Everyone smiled and ate breakfast and agreed that any morning was good after such a night.

That day was rough but not stormy, so after a brief stop we were on our way again. Seymour Narrows with its dangerous tides and Ripple Rock, was fairly smooth and we made good time. Three blackfish were seen in Blackfish Sound. Telegraph Cove, the site of a small lumber mill, gave us a sheltered place to tie for a good night's rest.

Mr. and Mrs. Alec MacDonald opened their home to us and served us coffee and cakes to the accompaniment of some hair-raising cougar stories. The cougars come down to the mill and stroll around at odd hours—a bit disconcert-

ing to those who live and work there. There are several families at Telegraph Cove and enough children for a school. The deer, generally such pests to home gardeners, have been frightened away by the cougars, so the gardens were doing fine.

About four next morning, the engines started purring. Down in our bunks, one wondered why we sat so long in one place with engines going. But a glance out the porthole advised us we were already traveling on waters so gentle we felt no motion. Not for long. We were about to cross Queen Charlotte Sound. After a six day blow! The largest open body of water to be crossed on the trip. Nothing between Siberia and us.

Soon we began to feel like the boat was a yo-yo on the end of a string. An up and down bouncing—really fun. This suddenly changed to a wild sea which slammed the boat a few awful wallops. Green water poured down the

We never could seem to get the entire crew assembled for a picture, but there are enough of them here to show that the cooks had plenty of mouths to feed. Incidentally, the meals were tops.



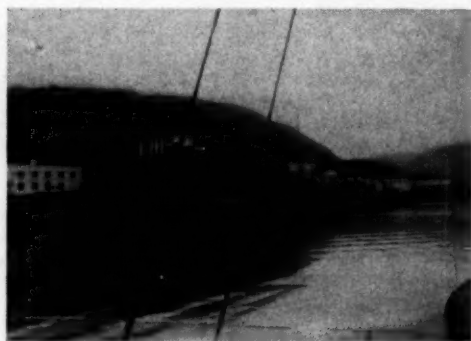


If our meals hadn't been so good, we could have fed upon the magnificent scenery throughout the cruise. As it was, we had plenty to feed our minds too.

hatch, although it was closed. The seasick folks tumbled out of bed. The rest of us hung on.

Not many appeared for breakfast that morning. Better to starve than to climb up wet slippery steps, to be slapped in the face by salt waves while slipping and skidding to breakfast.

By noon the seas calmed down, the fog cleared. It was warm and lovely as we stopped to buy supplies at the Indian village of Bella Bella that afternoon. While the *Twanob* took on gas, we strolled along the boardwalk and



At Sitka we ran head-on into Russian spelling. The name of this part of Sitka was Cysroachina, or letters to that effect.

Below: "Mac" McDonald's new home at Princess Louisa.



had a view of the Indian homes. One front yard had a monument to the chief lost at sea while coming home from the cannery. Ravens in their fir tree tops were squawking at each other. Most had fish tails sticking out of their mouths.

Behind the Indian houses were two little fires smouldering on the beach, a ball of blankets in one, a mattress roll in the other. There had been a funeral. The effects of the deceased are always burned and things that won't burn are tossed into the sea.

We cooled our bare feet in the shallow water. It was indeed cool.

The Indians nearby had some beautiful salmon. When approached with money by our eager cooks, the answer was, "We do not sell for money—only whiskey." That night we had beef stew for supper.

Approaching the entrance to Milbank Sound, we saw the shipwrecked Alaska steamer *North Sea*, which was grounded on a reef in 1945. It had been a large white palatial passenger ship, but now was rusty and gaunt looking. But it stands straight and even, with never a list in any direction.

We wound in and out between low islands behind Milbank Sound with now and then a view of the vast Pacific, and a few rough wallops from the waves just to remind us of what was out there.

Boat No. 3, taking part in the annual Bremerton to Juneau race, came up. We drew close and the two captains with megaphones exchanged weather comments. They agreed it had been a bit sloppy. A very mild adjective, we thought. They save the better ones for winter storms, perhaps.

The fishermen on board had a chance to try their luck after we tied up for the night at Buteedale Cannery. They fished until quite late, and a few bass were caught.

We were happy for the stop at Prince Rupert next day. We arrived at about 3:00 p.m. and found all stores closed! A Thursday custom. (We had a knack of landing in towns on their day to be closed.) So we looked at teacups in store windows and had a taxi ride around the town, visited churches, parks and totem poles. We ended up at a good hotel where baths were enjoyed and a steak dinner in the dining room made the day complete. The menu didn't even suggest fish. And from here great boat loads of fish are shipped. Prince Rupert is a town that is booming. A fine new pulp mill has been built. There were opening ceremonies that day. We enjoyed watching the big steamer *Prince George* tie up at the dock beside the railroad depot.

There were sharp teeth in the breeze as we left Prince Rupert next morning at 4:20 and headed for Dixon's Entrance and the Canadian boundary.

We pulled into Ketchikan about noon—our first view of Alaska! A white snowy mountain rises just behind the town and many boats are in its front yard. Our stop was brief here; just time enough to be interviewed by the Customs officer, to pick up the mail, have an ice cream treat at one of the shops. We were to pay Ketchikan a real visit on the way south.

Leaving port, we hove up close—almost too close—to a fishing boat to try to buy a salmon, but the shrugging of shoulders and empty hands told us, "No fish." And the expression of alarm on the fisherman's face encouraged us to get away from his boat, but fast. Vegetable dinner that night!

At 10:30 p.m. we reached Wrangell Narrows and started through. The passage is narrow and reminded us of a boulevard that might be called Christmas Tree Lane. It is very winding but the ship channel is so well marked with green lights on one side and red lights on the other, it was easy for us to follow. At one narrow turn, we came suddenly on a fish boat bearing down on us, but managed to pass without scraping. There was a wonderful woodsy, salty, earthy smell in the air and it was fairly warm. We saw one deer playing on shore. Farther on, we could see some craggy, snowy peaks in the distance. This was the way Alaska had looked in our dreams. A few lighted cabins were passed and then, about midnight, we came to Petersburg and tied up alongside the fishing fleet for the remainder of the night. It was still so light we could see the hands on our watches, and never was the night more than shady gray after that, while we were in Alaska.

Away at five next morning. A grand sunny day. Breathing high, snowy mountains in view, with glaciers nestling in their tummies.

Our first iceberg was seen that morning near Sumdum, and had once been part of Sumdum Glacier. It was a lovely jade color—a surprise to most of us, who thought icebergs would be white. A cargo of sea birds sailed merrily on its crest, hitch-hiking south.

About 3:30 that day, we arrived in Juneau, capital of Alaska. The abandoned gold mines rose on our right, and Juneau snuggled on a bit of land at the base of a huge mountain.

Everyone headed for the "Nugget Shop," the finest shop of its kind that we saw on our trip. The Sydney Lawrence originals at the Baranoff hotel and at the Museum are beyond description in beauty. Prices range up to \$2000, but the finest are not for sale. One is sombre and brilliant, "The Northern Lights"—draperies on fire, hanging without fastenings in a dark sky. Several of his pictures capture the rosy dawn on snow-capped mountains.

We enjoyed the Juneau Museum—samples of ore and gold in the various forms it is found, Indian exhibits of unusual merit. There was also a case of stuffed birds and here I found the varied thrush, whose song floats out from the foggy islands and trees in all this lonely country but the bird itself can almost never be seen.

We had a wonderful dinner at the Baranoff hotel that night. The ice in our drinks had been chopped from Mendenhall Glacier. And after dinner, a Juneau friend drove us



Finally we were so surrounded by bergs that we could go no farther.

out to see for ourselves this famous glacier. It reaches endlessly into the mountains, out of sight. How we wished a chunk of it would drop off into the river at its feet, but no such luck for us.

The countryside was dotted with buttercups and daisies, and the apple trees were in bloom.

At noon next day, we left Juneau and were on our way, heading west into the rain and a sloppy sea. Our goal for the night—Icy Straits and Glacier Bay, a bit off the route to Sitka. If there were high mountains hereabouts, they were invisible. Everything was gray rain, gray sea, gray shoreline, and as we entered Icy Straits at five o'clock, we noticed icebergs bearing down along the far shore.

Where to put in for the windy night? Wherever it would be, probably an iceberg watch would have to be maintained all night. Studying the *Coast Pilot*, the skippers decided to try for Berg Bay, though its entrance might be choked with icebergs.

By 7:45 we passed Gustavus Point, entrance to Glacier Bay, and began a cautious cruise among the shoals, as per the *Coast Pilot*. We came on a river-like opening, sheltered from wind and there were no icebergs. By 10:30 we were anchored in 7 fathoms in the north end of Berg Bay. The clouds had lifted, birds were singing on shore a few yards away. It seemed no time to turn in.

The skiff and canoe were lowered for exploring parties. Soon the canoe came back with news of crabs—crabs in

(Continued on Page 52)

Mike swam to a nearby berg. It made us colder than he was just to watch him.





Ken Ollar gave the Sixes a friendly tow home with his Shutter Bug.

—Photo by Ken Ollar

PACIFIC COAST CHAMPIONSHIP REGATTA

Seattle Stages a Well Attended Event
with Fine Representation from California

THE combined Pacific Coast Yachting Association and Pacific International Yachting Association 1952 regatta from June 30 over July 4 was a great success. This evaluation is made in the strictest sense. Without glowing terms and C of C adjectives, it was a true success.

There was a bit of everything. All kinds of weather. Most of it dandy and some of it glorious. There were calms and flats and rains and breezes. There were 230 sailing craft, large and small, in the races. Everyone had a grand time getting together.

Geography dictates that there was a preponderance of Northwest boats and British Columbia craft over those from California. What doesn't show in the statistics is the number of California yachting people in attendance. They crewed on various boats and did a great job.

On June 30th, a fleet of about 85 windjammers staged a race from the fleet rendezvous point at Port Madison to the entrance to the locks. There was sunshine and a really steady wind from the North. *L'Apache*, Howie Richmond and Max Wyman's big sloop, vindicated herself from the Protection Island Race of a few weeks before to be the first across the finish line. Overall winner, however, was the K-38 *Panacea* of Dr. George T. Reeves, Corinthian

Y. C. and second in the cruising class was Dr. Phil Smith's flagship, the PCC *Gossip*. In the racing classes Hugh Watt's Six Meter *Lulu* was the overall winner with Dick Cahan's *Indian Scout* second.

It seems as though Frank Morris is always winning cruiser races. He did it again that same day in the predicted log contest, with his *African Queen*, while John Rottler's *Jadon* was second and Larry Norton's *Miss Fleetline* was third.

Out of 21 titles, the host club, Seattle, took nine and its co-host Corinthian took 5. Seven went to other clubs. In the small craft, the Californians really showed their class. Paul Ferrier, Balboa, was a standout, amassing 63 points in the International 14's. He took the Pacific Coast title and the International title.

On July 4, the final day, there was the best breeze of the regatta. Franklin Eddy's famous *Dorada* sailed a great race in AA and had it out with George Parson's *Red Jacket*, with a little more than a minute and a half lead. On the final day Gordon Prentice's *Jandy* took a commanding lead and this gave her a three-point total victory over Phil Smith's *Gossip*, the latter finished second in the final race.

There were lots of consistent winners and top runners



As part of the big fleet of windjammers approached Ostrander Buoy.

—Photographs by Ken Ollor

that came through victors for the total of the events. They were really favorites. These winners were spiced with annual competitors like Herb Day and *Ono*, winner in B; West's *Lady Van*, winner in X&Y; Hans Giese's *Oslo*, 6-metre winner; Sunny Vynne's *Alcor*, star champ and many others.

Thursday was the big inter-association race. San Francisco Yacht Racing Association took it. Four K-38's were used. Thomas Short, Lester Stone, Aldo Alossio and R. A. Hanna were the crew-team. They did it in 4 hours, 58 minutes, and 36 seconds. They won on the final leg.

Royal Victoria Yacht Club won the inter-club race on the same day. They used *Sub-deb* and team of McTavish, Spencer Davis, F. Packford and Bob Grundison.

P.C.Y.A. — P.I.Y.A.

RESULTS OF SERIES RACES—FIRST THREE PLACES ONLY JULY 4, 1952

(5 STARTERS) CLASS AA

Boat	Name	Owner	Club	Finished	Corrected	Points	Place
Dorade	F. Eddy	—	SYC	3:04:16	2:14:01	8-8-16	1
Red Jacket	G. Parsons	—	SYC	3:01:49	2:15:35	7-6-13	2
Maruffa	J. Graham	—	SYC	3:03:03	2:21:31	6-5-11	3
L'Apache	H. Richmond	—	SYC	3:20:24	2:43:59	4-7-11	3

(14 STARTERS) CLASS A

Jandy	G. Prentice	—	SYC	1:33:18	57:16	15-26-41	1
Gossip	P. Smith	—	SYC	1:37:57	1:01:55	15-26-41	1
Hussy	R. Rutherford	—	SYC	1:42:21	1:06:19	13-24-37	3
Kate	D. Skinner	—	SYC	2:01:56	1:21:33	11-26-37	3

(10 STARTERS) CLASS BB

Ono	H. Day	—	CYC	2:02:20	1:18:36	12-22-34	1
Rebel	D. Sherwood	—	CYC	2:03:22	1:19:38	11-20-31	2
Panacea II	D. Reeve	—	CYC	2:03:47	1:20:03	10-19-29	3

(7 STARTERS) CLASS X & Y

Lady Van	B. West	—	SYC	1:46:17	1:09:09	7-14-21	1
Starling	B. Newell	—	SYC	1:54:35	1:21:13	4-11-15	2
Wild Goose	C. Sahlin	—	BYC	1:58:15	1:23:16	3-11-14	3

P.C.Y.A. — P.I.Y.A.

RESULTS OF SERIES RACES NUMBER THREE JULY 4, 1952

(9 STARTERS) CLASS C

Boat	Name	Owner	Club	Finished	Corrected	Points	Place
May D	N. Ashe	—	VIC	3:02:50	2:06:13	12-11-23	1
Blue Jacket	J. Lidral	—	SYC	3:09:54	2:11:07	11-10-21	2
Ganessa	A. Nyblom	—	VAN	3:34:43	2:38:43	7-12-19	3

(11 STARTERS) CLASS B

Nixie	M. Perrow	—	SYC	2:32:05	1:40:05	14-15-29	1
Coquette	R. Williams	—	TYC	2:32:41	1:40:41	13-13-26	2
Jaunty	H. Christensen	—	TYC	2:33:26	1:41:26	12-14-26	2

(5 STARTERS) CLASS D

Blue Goose	R. Smith	—	RCNSA	3:33:54	2:28:00	5-3-8	2
Sunny	F. LeSourd	—	CYC	3:43:46	2:41:42	4-5-9	1
Red Start	Marshall	—	RCNSA	3:55:06	2:50:12	3-4-7	3

P.C.Y.A. — P.I.Y.A.

RESULTS OF SERIES RACES NUMBER THREE JULY 4, 1952

(9 STARTERS) CLASS 6 METRE

Boat	Name	Owner	Club	Points	Place
Oslo	H. Giese	—	CYC	9-18-27	1
Fun	R. Hubner	—	SYC	8-15-23	2
Risken	D. Liston	—	CYC	5-13-18	3

The Lightnings in the Inter-Club race having a scramble at a mark.





—Photographs by Ken Oller
Sonny Vynne's Alcor, the Star Class winner, completes a beautiful picture as she nears a mark.

(5 STARTERS) CLASS EVERGREEN

Wahoo—W. Boeing	SCY	7- 6-13	1
Kuon—B. Withington	CYC	6- 7-13	1
Tempest—J. Bedinger	CYC	5- 5-10	3

(10 STARTERS) CLASS PC & RHODES

Manana—J. Ellis	SYC	10-20-30	1
Olympian—P. Schmidt	CYC	9-13-22	2
Valkyrie—C. Mabee	CYC	4-17-21	3

(25 STARTERS) CLASS STARS

Alcor—S. Vynne	SYC	21-50-71	1
Twilight—R. Barnes	SYC	24-43-67	2
Dariabar—Dr. Taylor	CYC	22-45-67	2

P.C.Y.A. — P.I.Y.A.

RESULTS OF SERIES RACES NUMBER THREE

JULY 4, 1952

(13 STARTERS) CLASS KNOCKABOUTS

Boat	Owner	Club	Points	Place
Oceanide—M. Rattray		SYC	14-28-42	1
Pepper—V. Butler		CYC	12-26-38	2
Rival—E. Banner		CYC	13-21-34	3

(9 STARTERS) CLASS DRAGONS

Butterfly—H. Sutherland		BYC	8- 5-13	2
Eva—I. Smith		SCSM	9- 7-16	1
Maskee—G. Horder		SYC	7- 9-16	1
Lady Nan—B. Day		VAN	5- 8-13	2

P.C.Y.A. — P.I.Y.A.

RESULTS OF SERIES RACES NUMBER THREE

JULY 4, 1952

(8 STARTERS) CLASS CUBS

Boat	Owner	Club	Points	Place
Koala—Dr. Garrigues		SYC	8-14-22	1
Honey—H. Pearman		CYC	7-12-19	2
Whiccraft—T. Watkins		SYC	6-12-18	3

P.C.Y.A. — P.I.Y.A.

(9 STARTERS) INTERNATIONAL 110

JULY 4, 1952

Boat	Owner	Club	Points	Place
Teetotaler—Baker		CYC	25	1
Wild Flag—Chadwick		CYC	18	2
Blue Tail Fly—Boyd		CYC	17	3

(9 STARTERS) SNIPES

Boat	Owner	Club	Points	Place
Ishkoodah—Russell		Royal Vic	27	1
Stromey Petrel—Leckie		R.C.N.	23	2
Stormy Petrel—Leckie		R.C.N.	23	2
Malahat—Powell		R.C.N.	20	3

P.C.Y.A. — P.I.Y.A.

(22 STARTERS) INTERNATIONAL 14

JULY 4, 1952

Boat	Owner	Club	Points	Place
Exterminator—Ferrier, Paul		Balboa	63	1

Green Dream—Serrell	Balboa	60	2
Escape—Cole	CYC	59	3

P.C.Y.A. — P.I.Y.A.

(9 STARTERS) FLATTIES

JULY 4, 1952

Boat	Owner	Club	Points	Place
Whippet—Moitoret		CYC	25	1
Endeavor II—Pratt		CYC	25	1
Freeboater—Wachter		CYC	22	2

(15 STARTERS) LIGHTNINGS

Boat	Owner	Club	Points	Place
Ariel—Dowell		R. Vic. Y.C.	38	1
Pastime—Vogel		R. Vic. Y.C.	37	2
Sub Deb—McTavish		SYC	37	2

P.C.Y.A. — P.I.Y.A.

(9 STARTERS) EL TORO

JULY 4, 1952

Boat	Owner	Club	Points	Place
Potsy—Johnston		Lake Merritt	27	1
No Name—Miller		CYC	23	2
Poco—Latham		Lake Merritt	20	3

(7 STARTERS) MISCELLANEOUS

Pinafore—Holmes		CYC	20	1
Valerie—Joyce		Maple Bay	14	2
Bongigi—Faris		SYC	12	3

Bear-a-Lee and L'il Luffer, two International 14s, keeping close company.



THE BUCKNER and FARALLON RACES

THE race for the Buckner Trophy on June 1st opened a month of competition and was held under the auspices of the Corinthian Yacht Club. The PCC *Mickey* from San Diego showed the local boys the way around the course. Denny Barr, the owner-skipper, was herself at the helm. Her trim little ship won in Class C and was also overall winner. Aldo Alessio from the Corinthian Yacht Club sailed his *Mistress* into second position.

Mickey showed her all-around ability as the fleet ran into all kinds of weather in negotiating this ocean triangle. These conditions varied from light to moderate on the way to the Farallones and increased in force when they made the turn and headed for Bodega Buoy. About a mile from the buoy it went dead flat, while everybody slatted around waiting for a puff of air. *Mickey* caught the first stray wisps and was around and on her way home before anybody else was able to reach the corner. As the fleet neared Point Reyes the wind increased to 20 or 30 knots, so the rest of the race resembled an ocean sleigh ride with all its trimmings. Captain Barr may have to get a larger ship to carry home the trophies if she stays in local waters much longer.

The morning of June 14th saw a large fleet lined up at the starting marks off the St. Francis Yacht Club to compete in the San Francisco Yacht Club's Farallon Island Race. It was another perfect racing day, for the fleet carried the wind right from the start and held it all the way. From the records it appears to be the fastest traverse around the rocks ever held. Wind continued to increase as the boats got out into open water and spread all over the ocean, each skipper trying according to his lights to find the best course for the Farallones. Outside the lightship Old Man Aeolus began to puff his cheeks in earnest. By the time the contestants reached the islands the wind was blowing the tops off the seas, giving both ships and crews all they could do to hang on while negotiating the turn around the island. Once around, all hands came boiling home with combing seas. It was a rugged down-hill ride, wherein the man at the tiller fully earned his quartermaster's pay. This kind of going was made to order for the real sea boats, and Jim Willhite sailed his *Blue Sea* into first spot in Class A. He was followed closely by the *Landfall*, which also found the rough going to her liking. The red racer *Xanadu* grabbed Class B honors, with *Seabiscuit* in second place. *Buoyant Girl*, with the capable Myron Spaulding at the tiller, com-



Denny Barr's sensational PCC *Mickey* made quite a record for herself on San Francisco Bay this season.

Below: Dr. Rosenblum's *Buoyant Girl*, left, moves to windward of the fleet in the Farallon Race. She set a new course record in this event.



pleted the course in 9 hrs. 28 min. 14 sec. elapsed time. It appears to be a record for the course. Also Alessio's *Mistress* was second across the finish line, elapsed time 10 hours, still well under the former record of some 11 hours.

One of the most interesting boat-for-boat duels took place between *Pathfinder* and *Bali*. These two were never up among the leaders, but their own race was an epic in itself. Throughout the entire 52 miles of the course they were never more than two minutes apart and passed and re-passed each other no less than five times. They wound up with a drifting match during the evening hours from Point Bonita to the finish line, neck-and-neck within a few feet of each other. Finally, at 1:25 A. M. the *Bali* drifted over the line one minute ahead of *Pathfinder*. Some early morning revellers tooted their horns in appreciation of the drama that had been unfolding before their eyes.

That pile of rocks known as the Farallones stands cold and bare out there in the sea.



LATEST DOPE ON THE GOLD CUP

GOLD CUP AND SEAFAIR RACES

August 4-7: Gold Cup Qualifying Trials, 9 a.m. to 2 p.m. on Lake Washington Gold Cup course.

Friday, August 8: Seafair outboard regatta, Andrews Bay course on Lake Washington.

Saturday, August 9: The Gold Cup race for the APBA challenge cup; for the Martini-Rossi trophy for fastest heat; for the Aaron DeRoy Plaque for fastest lap. Unlimited Hydros. Lake Washington.

Saturday, August 9: Between Gold Cup heats; Limited Classes. Lake Washington course. 48 cu. in. class, 135 cu. in. class, 225 cu. in. class, 266 cu. in. class. (Limited classes register through Gold Cup committee, Seattle Yacht Club, 1807 Hamlin St., until day of races. Then at pits).

Sunday, August 10: 100-mile outboard marathon on course around Mercer Island, Lake Washington.

AS THIS reaches you it is almost time for the 45th running of the world's greatest speed boat classic. The Gold Cup race will start at 1 p.m., Saturday, August 9, on Seattle's Lake Washington.

Eight of the finest unlimited hydros ever assembled will challenge with everything they can put into it, the supremacy of Seattle's two *Slo-mo-shuns*, IV and V. "Five" is the defending Gold Cup champion. "Four" did it in 1950 and also set the world straightaway record in that year at 160-mph plus. Between them they hold every speed record for heat, lap and straightaway. They still hold the Harmsworth trophy and they have held the Gold Cup for two years running.

The big powers of speed racing aren't taking that kind of an all-time challenge lightly. New boats, new power

plants, driver realignments, new money will all be poured into the superb Lake Washington course in the greatest, fastest, costliest, toughest speed boat race that has ever been held.

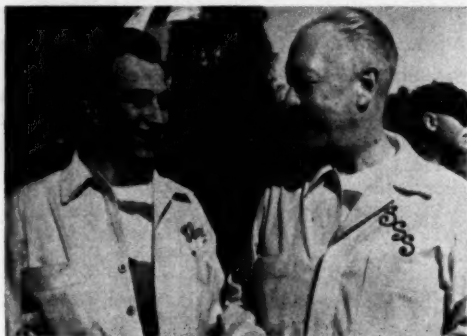
Five hundred thousand people will be on hand in boats and on shore. Newsreels and TV will let millions more have some taste of what it is like.

As this is written in July, in advance of the race, the complete entry list is unavailable. If there are no qualifying-round breakdowns, no last-minute dark-horse entries, no strategy switches the following boats will be on the starting line:

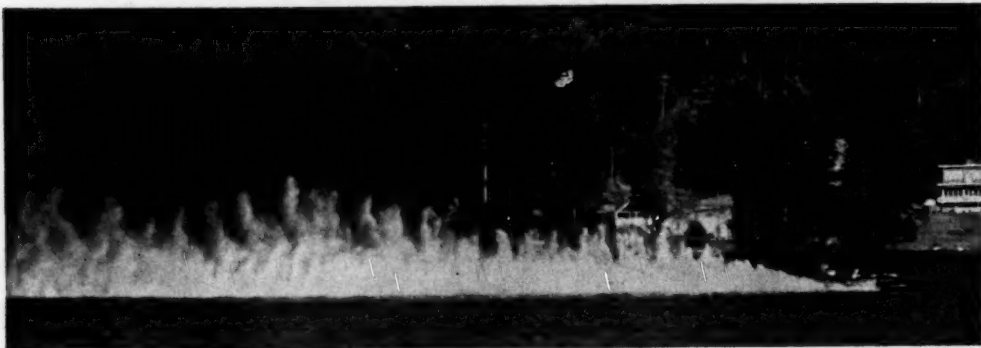
Schaefer and Jacobs' two entries *Such Crust III* and *IV*, the Dossin's *Miss Pepsi*, Al Fallon's *Miss Great Lakes*, Schoenith's *Gail II*, Visel's *Hurricane IV*, Sayres' two *Slo-mos* and possibly Horace Dodge's *Hornet* and *My Sweetie*. Several others are quite possible. That is the lineup a few weeks before race time.

Horace Dodge still hadn't revealed his plans. *My Sweetie* is not the ex-Gold Cup champ that raced on Lake Washington in 1951. This is a new craft, with new ideas that has been warming up on eastern and Middle West waters this Spring and Summer. *Hornet* was also promised back for another try.

The defending champions: Seattle, the Pacific Northwest and the coast have been bubbling with excitement over these famous craft. All kinds of things have been happening. It looked for a time as though Sayres might have to limit to one entry. The people of Seattle went out and raised enough money to keep both *Slo-mos* running. It was a terrific, quick response and thousands of dollars were



Above: Stanley Sayres (right) and his mechanic, Elmer Linenschmidt, seem well satisfied with their new record of 178 miles plus, even though it became apparent during the run that the elder *Slo-mo* had several more miles up her sleeve. And here she is (below) setting the new record.



raised as the people shared in the operation of the boats.

Two new engines went into the boats. Each got a new 2000-hp Allison and new gear boxes. They are in great shape for the race.

In the meantime, Sayres announced that Stanley Dollar, member of the famous ship-family, will be one of the *Slo-mo* drivers along with the famous Lou Fageol. It's quite a driving team. Dollar drove his own *Skip-A-Long* in the Harmsworth in Detroit in 1950. He was not in the Gold Cup in 1951. Stan Dollar is from San Francisco.

The Schaefer-Jacobs boats: These two entries are ready for business. They are new and haven't had much race testing. *Such Crust III* and *IV* are much different from the "Crust" boats in last year's event. They are close copies of the *Slo-mo* design. "Crust III" has twin Allison and a terrific beam of 14 feet. The "Four" has an Allison. Bill Cantrell, who drove *Hornet* last year is now with Jack Schafer and Rex Jacobs and will be at the wheel of one of these boats. Trying for time on the mile straightaway *III* had a little rudder-flutter trouble. They were getting this ironed out as fast as possible.

Miss Pepsi: Roy and Walter Dossin's Hacker-design craft wants that cup just as much as anyone. Maybe more. *Miss Pepsi* has all the effervescence she needs with her twin engines, but still can't get all wound up at the right time to set records and to beat the *Slo-mos*.

Miss Pepsi has done more racing this season than any of the other craft. Her final racing tuneup for the Gold Cup was the July 4 Detroit Memorial Trophy race. This was her second straight victory in this event. Chuck Thompson was at the wheel. He went the 45 miles at an average clip of 93.197 and his fastest lap went to 97.694. This appears to be the best she has done this year and definitely puts *Miss Pepsi* into the role of number one contender. Conceivably she will be much tougher on the sharp Lake Washington course. Certainly she will have tougher competition to stretch her out—and besides she will be shooting the works for the Gold Cup. It is doubtful the Dossins would have her at full-speed in the Detroit race just one month before the vital Gold Cup.

Joe Schoenitz's Gail II: This little dandy still catches the eyes of those close to speed racing. The big news is that Danny Foster has switched over and will be driving her. He drove "Crust" boats last summer. *Gail II* is going to be a very tough competitor on the ninth.

From Southern California: Morlan Visel is doing things with *Hurricane IV*, and brought her to Seattle early to get her in shape, with some changes, for the race. Reliable information has it that Visel timed her in late June at 177 mph on the straightaway. The only triple-threat man in the race—owner, driver and builder—he didn't have *Hurricane IV* working too fast last year, but could spring the surprise now. She is definitely faster and improved.

Miss Great Lakes: This Dan Arena-designed and built job, owned by Al Fallon, is a three-point suspension job. She comes the closest to being the dark horse. Much thought of by those that have seen her, with lots of power, she still hasn't recorded much racing time. Many think she will give the *Slo-mos* a race. She will probably be driven by Bill Munsey.

My Sweetie: As reported earlier, Dolge is late in entering this boat. None knew early if she would be in the race. She is expected. Al D'Eath, a newcomer to unlimiteds, will drive her if she comes out. He had her in the June 7th



Stanley Dollar, speedboat enthusiast of San Francisco, who will share the driving honors with Lou Fageol, each driving one of the *Slo-mos* shuns for Stanley Sayres in the Gold Cup race. Dollar is shown here at the wheel of his *Skip-along*, with which he won the Harmsworth International Trophy in 1950.

race at Pittsburgh. He gave Cantrell and *Such Crust IV* a run for it, until the two craft bumped and D'Eath was thrown from the boat and broke some ribs. *My Sweetie* was actually ahead in the first lap. Average speeds for *Such Crust IV* were in the high sixties for the two heats.

The seventh entry among the challenging boats, and somewhat of a surprise declaration at that, was the formal filing for *Miss Birmingham*. This craft is now owned by Richard Riley of Birmingham, Mich., one of the smaller industrial cities near Detroit.

This craft has done little formal racing this season. Little is known about her current possibilities. But she won fame when she was known as *Miss Great Lakes* and roared to Gold Cup victory in 1948. She was owned by Al Fallon, who is the current owner and entrant with *Miss Great Lakes II*.

Statistics: She was built right after the war by Dan Arena, who has had a hand in so many Gold Cuppers. She is 26 feet long, 11-foot beam and has Allison propulsion.

Slo-mo-shuns IV raised the world's official speed boat record for the straightaway to a sensational 178.497 mph. Famous owner Stanley S. Sayres himself was at the wheel in the breath-taking dash that beats his own record by more than 18 mph.

It was a dramatic run down and back over the East Channel course on Lake Washington around 8 a.m., Monday, July 7. Elmer Linenschmidt, chief mechanic with the Sayres team, rode in the co-pilot seat.

Slo-mo-shuns' home-city course near Seattle was anything but ideal for the trial. The sun was out, the weather was clear, but a strong North wind put a rough chop on the water and the south end of the course was rougher and white-capped. Many didn't think Sayres would try it that morning.

He brought *Slo-mo IV* into the course-area about 7:20 a.m., conferred with officials, then went to the North end of the area toward 8:00. Down he came to the start of the one-mile-long course. The ride was rough but the racer

(Continued on Page 52)

WHY NOT GIVE

Nobody Can Properly Judge the

By SIDNEY

THE Board of Governors of the Southern California Yachting Association adopted, effective June 13, 1952, the Official Trial Rules of the North American Yacht Racing Union. The Trial Rules will probably not pose too great a problem for the conservative sailor who never gets in close quarters; but the ardent racing man is going to have many questions which will probably go unanswered until the Union chooses to make decisions, or until appeals have clarified some parts of the Trial Rules.

The Trial Rules are difficult to compare with the rules which all of us have been racing under since 1949, because they bear entirely different numbers and, in many cases, one rule will cover three or four parts of the old rule.

Part I of the old rules covering Definitions is completely obsolete, and new definitions are outlined in the Trial Rules.

Part II, covering the "Right of Way Rules," is completely supplanted by the Trial Rules. Part III, covering "Sailing Rules other than Right of Way," now has three new rules, namely, 9, 10 and 11, which replace the old Rules 12, 13 and 14; but the old rules from 15 on are still in force and effective.

Generally speaking, the Trial Rules are merely a clarification, and a restatement in a little different form, of the rules which we all know; but there are some startling exceptions which will surely become a pitfall for those who try to sail under the Trial Rules without having read and studied them thoroughly.

In Part I, Definitions, "Starting and Finishing" is changed but little, except that a yacht is listed as Starting if she sails about in the vicinity of the Start after her preparatory signal. "Close-Hauled" is clearly defined in the Trial Rules; as are "Tacking", "Jibing", and "On a Tack", and there is but little change. However, there is one vast difference and that is when a yacht luffs head to wind, she remains on the same tack on which she was before luffing. This is, of course, an improvement because under the old rules, if her boom happened to cross the center line of the boat, she was considered to have tacked; while, under the Trial Rules, she definitely remains On a Tack and her position, as a result, is more clearly defined. The definition of a Mark remains substantially the same as under the old rules, except that every ordinary part of a mark becomes a part of the mark, and by elimination, the under water part of the mark can no longer be touched without disqualification. Obstructions are clearly defined, and remain much the same as under the old rules, except that a racing yacht is no longer an Obstruction unless she is at anchor. The terms "Clear Ahead", "Clear Astern", "Overlap" and

"Overtaking" are much the same, and apply at all times to yachts on the same tack, but under the Trial Rules, they also apply to yachts on opposite tacks when they are sailing on a downwind leg of the course and about to pass a turning or finishing Mark. This is a radical change which will call for an entirely different style of maneuvering when approaching a Mark, and will make it much simpler for the novice, but will eliminate some of the advantages gained in the past by perfect timing and maneuvering when approaching a Mark.

The burden of proof of having established an Overlap in time is still borne by the boat establishing the Overlap, and if there is doubt, it is presumed that the Overlap was not established in time. This is no change; but due to other changes in the rules, it is going to become more burdensome and dangerous to establish an Overlap at the last minute than it was under the old rules.

Overtaking is defined about the same as in the old rules, except that a yacht being Overtaken is under no obligation to alter her course while being Overtaken, which will prevent a yacht on a starboard run from running down a yacht on a port run, as she could under the old rules.

The "Right of Way Rules" under Part II are changed completely, bear different numbers, and are difficult to compare, and their jurisdiction is broadened to cover all yachts intending to race when they are in the vicinity of the race course.

The Opposite Tack Rule still remains the primary rule, with the starboard tack yacht having the complete right of way. Under the new rules, however, she must not luff nor bear away so as to balk or mislead the port tack yacht in the act of keeping clear, which many of the old timers felt was true under the old rules; but it is much more clearly defined under the Trial Rules.

A Windward yacht must still keep clear of a Leeward yacht, and the Normal Course restrictions are much the same, except while in the vicinity of the starting line. A portion of Rule 3 states:

"After her start signal, a right of way yacht shall sail her Normal Course until after she has Started and is well clear of the starting line."

It is anybody's guess what "well clear" means, and only eventual interpretation or usage will clarify the term; but it was undoubtedly the thought of the authors of the Trial Rules that "well clear" means whatever distance may be required for yachts to sail so that the congestion which is caused by Starting is eliminated.

The old "Mast-Line Rule" is also covered under Rule 3 "Normal Course Restrictions." The hail of the Windward

THEM A TRIAL?

Trial Rules Until They Are Actually Used

T. EXLEY, Jr.

yacht has been eliminated, and the burden to stop a luff has been placed on the Leeward yacht. The Leeward yacht's helmsman must stop luffing if, when sighting abeam from his normal station, he is aft of the Aftermost Point of the Windward yacht. This rule is all right possibly for larger craft, but it is going to pose some problems for the dinghy, or small boat sailor who may wish that he had eyes in the back of his head.

The Trial Rules, for some reason, choose to have a different standard for judging an Overlap when yachts are on the wind and when they are on a free leg. This will probably cause some confusion, and all of us are going to have to get the differences fixed in our minds.

Luffing is permitted much the same as in the old rules, and the average yachtsman will find very little difficulty in conforming to the new rule; but when it comes to "Hailing for Room", as covered by Rule 5, and again under Proprieties, there will be a greater premium on a good set of lungs under the Trial Rules than ever before!

A discussion of the "Hail for Room" rule is almost impossible, but the rule should be carefully studied by all racing skippers, and each man should make up his mind ahead of time what he will do if he gets involved in a series of hails and counter hails. The loss of time during these hails could easily put a yacht aboard the starboard tack yacht which she is trying to avoid, if the skipper becomes confused as to which hail takes precedence.

There is little or no change in the "Changing Tack Rule", but Rule 7, "Passing Marks and Obstructions" momentarily over-rides any other right of way rule; and this rule is undoubtedly going to cause many yachtsmen to change their tactics when in close quarters. A complete knowledge of Rule 7 will undoubtedly gain a lot of places to the yachtsman who thoroughly understands it, but by the same token, the racing skipper who is not absolutely sure of his rights and those of others under Rule 7, is going to find himself disqualified while maneuvering in close quarters near a turning Mark.

An outside yacht must still give an inside yacht room to pass or round a Mark, but the new wording of the rule is such as to encourage establishing an Overlap (though not with safety) at a later time than was possible under the old rule.

Part (b), Rule 7 particularly, is going to require a considerable amount of interpretation before the intent is clear. It appears to mean that if two yachts are approaching a Mark Close-Hauled on the port tack, with the Leeward yacht reasonably well ahead, the Leeward yacht cannot tack, even if she could do so under Rule 6, and even if she

could fill and become a starboard tack yacht; if by so doing she would be in such a position that the Windward yacht would not have a choice to either come about and make the Mark or pass Astern of her if she so chose. Unless the Windward yacht has room to maneuver either way, the Leeward yacht would have no right to tack under Part (b), a rule that momentarily over-rides any preceding rule.

The last paragraph of Rule 7 is particularly important because with the change in definitions, two yachts sailing downwind, approaching a turning or finishing Mark, may momentarily forget the port and starboard rules with relation to each other, and only have to take into consideration which yacht is the inside or outside yacht. This will completely change the racing tactics on a downhull leg when yachts are about to pass a turning Mark.

The three new rules under Part III are entirely different, and are going to change the odds in racing to a considerable degree. Rule 9 requires that a yacht must keep clear of the starting area, but now must also keep clear of the first leg of the course; and a finishing yacht must keep clear of the finishing line and the finishing leg of the course. There are few of us who would not consider this an improvement, for almost every racing skipper has at some time been hurt by a yacht that has either not Started or has already Finished.

Rule 10, "Sailing the Course," has an interesting and new twist, inasmuch as no yacht may sail a course such that her wake encircles a Mark. Race Committees will no longer be able to have courses which create hazards by having yachts weaving through each other, and the racing man will often find that he has fulfilled the requirements of a course, though he may be a mile or two from a given Mark when he passes it on the required side. In small boat racing, particularly, unless Race Committees change their ways, this rule is going to cause more confusion and hard feeling than any of the new Trial Rules.

Rule II, "Touching a Mark," will be proclaimed by some as a vast improvement, and others will feel that yachting is going soft in its old age, but whether we like it or not, if you touch a mark, you keep on sailing, and inform the Racing Committee after Finishing.

Any discussion of the new Official Trial Rules at such an early date is difficult, to say the least, and the most I have tried to do is point out some of the more radical changes and possible pitfalls. Reading the rules alone will not qualify a racing skipper to sail under them, and only careful study, a lot of discussion and, unfortunately, a few decisions by the Appeals Committee will completely familiarize most of us with some of the small, but important changes that are not too apparent.



Left: Frank Nunes of Newman, Cal., won the C Racing Runabout Championship, Region 11. Second from left: Larry Burke of Chico, Cal., carried off the title in Region 11, C Service Runabouts. Third Art Pierre of Stockton, Region 11 champ in C Hydros. Fourth: Bud Wiget, to whom trophies now are habit, took two Region 11 championships at Riverview Park, A Hydros and B Hydros.

Speedboat News

of the

PAST MONTH

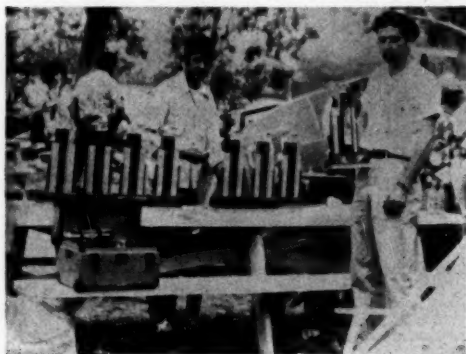
OUTBOARDS

HENRY WAGNER of Fresno, in a special coverage for SEA & PACIFIC MOTOR BOAT of the Outboard Championship Regatta, Region 11, reports the following results of the races held June 22 on the San Joaquin River at Riverview Park. Classes raced did not include the F-Hydros, for there were not enough starters and drivers in the F Racing Runabout category voted not to run. The course, not approved for records, was $\frac{3}{8}$ mile, one buoy each turn. Henry Wagner was chairman; Dr. Wayne R. Ingalls, referee; Charles F. Livingston, Chief timer; Don Dobson, chief starter; Alton A. West, chief scorer; Russ Hill, Sr., chief measurer; Frank Falsetti, pit manager. The Fresno Motor Boat Assn. sponsored the race.

REGION II CHAMPIONSHIPS

A Hydro: Elmo Belluomini, C-72; Orland Borigiani, C-1;

Right: Steve Gotelli, who became Region 11 champion in C Service Hydro. That's Henry Wagner, Race Chairman, on the other side of the table.



Tom Ingalls, C-75; Region 11 Champ, Bud Wiget, C-2.

B Hydro: Elmo Belluomini, C-42; Bill Bauman, C-346; Bud Wiget, C-8; Region 11 Champ, Bud Wiget.

C Hydro: Art Pierre, R-62; Bud Wiget, C-10; Johnny Bauman, C-246; Region 11 Champ, Art Pierre.

C Service Hydro: Steve Gotelli, C-83; Bud Wiget, C-8; Walt Landi, C-101; Region 11 Champ, Steve Gotelli.

C Service Runabout: Larry Burke, C-126; Les Morton, C-39; Lon Stevens, C-135; Region 11 Champ, Larry Burke.

E Racing Runabout: Frank Nunes, C-36; Frank Kennedy, C-87; Ed Kurakawa; Region 11 Champ, Frank Nunes.

The stock outboards provided a first-class day of racing to spectators at Lake Millerton in a Marathon, 63 entries. The breath-stopper of the day was in Class D when Pete Seiferling in *Dashing Dotty*, running slightly ahead of Russ Spacy in *Hot Canary*, hit a wake, became air-borne and, spinning, landed on top of Spacy. Russ had to make himself inconspicuous to avoid the impact. The *Dotty* went over his back, breaking off Seiferling's fin on the edge of the *Canary's* cockpit and bending the steering wheel. Don Parrot, 24-C, riding behind the two casualties, was forced to spin his steering wheel to avoid hitting the *Canary*. Parrot's boat turned so fast it threw him to the bottom of the cockpit, splitting his helmet into two pieces. Parrot continued in the race but Spacy and Seiferling called it a day, with injuries to backs and legs.

In Class B, 29 boats got off to a beautiful start. Two leaders developed motor trouble, John Alden and Ray Eichman, which put 210-C, running third for the first two laps, in first place.

Fred Hallett was referee; Howard Anderson and Charles Newman, co-race chairmen; Kay Hallett, scorer; pit manager, Emil Bohmer; chief measurer, Al Hart.

Young Bobby Parish, 12 years old, from Bakersfield, took the lead in the Class A and kept it all the way, winning by a darned good margin. He passed a B as if it were going

backward—right in front of the judge's stand, says Jean Craven, secretary of the USA.

LAKE MILLERTON MARATHON

Class A Stock Runabout: Bobby Parish, Bakersfield; Donald Mesier, Fresno; Toots Taylor, Fresno.

Class B Stock Runabout: Dan Hornig, Fresno; Bill Beason, Fresno; John Alden, Oakland.

Class C Stock Runabout: Charles Coring, Modesto; Eddie Ragon, Oakland; Lee Burris, Gardena.

Class D Stock Runabout: Don Parrot, Gardena; Cub Nelson, Needles; Bob Lothead, Santa Ana.

Class F Stock Runabout: B. E. Childress, Oakland; Ralph Bledsal, Richmond; Lloyd Long, Oakland.

Alton A. West, secretary of the Northern California Outboard Assn., reports to SEA & PACIFIC MOTOR BOAT that the Coyote Lake Regatta at Gilroy was a great success. Joe Gomes was chairman of the event and referee, Al Giberti.

COYOTE LAKE REGATTA

C Racing Hydro: Ward Angille, C-5; Bud Wiget, C-8; Frank Kennedy, C-107.

C Service Runabout: Lon Stevens, C-135; Leonard Gates, C-168; Larry Burke, C-216.

F Hydro: Ernest Viola, C-25; Alton Flanders, C-175; Ivan Bush, C-164.

A Hydro: Frank Koyanagi, C-66; Hugh Roberts, C-62; Ed Barron, C-2.

B Utility: Orville Herrick, 111-C; Norman Jorgensen, 23-C; Carl Wright, 318-C.

C Service Hydro: Bud Wiget, C-8; Yorio Aoki, C-140; Norman Champ, C-257.

C Racing Runabout: Chet Parks, C-235; Bob Ziemer, C-139; Frank Kennedy, C-87.

F Runabout: Elves Capella, C-230; Wm. Siemsen, C-411; Walt Gillo, C-54.

Kay Hallett, secretary of the California Speedboat Assn., which sponsored the Alpine Festival Regatta at Clear Lake, reports that 20 B stock runabouts entered that class, always a popular one for entrants. For a time it looked as if Buzz Busley of Eugene, Oregon had set a new record in B Hydros, until it was learned later that on May 10 in Oregon another record had been set in this class.

INBOARDS

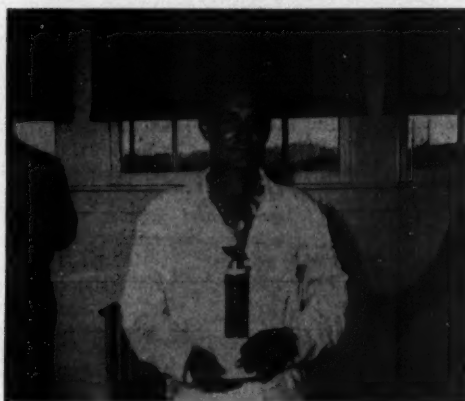
For Northern California one of the big inboard events was the Ninth Lake Yosemite Regatta, sponsored by the Lake Yosemite Power Boat Club and chairmanned by Kay Hallett, who reports this event to SEA & PACIFIC MOTOR

Jack Kelly's Wee Willie caught in a high jump during the Lake Yosemite races on June 22nd. Harold Coelho of Merced is the driver.



—Photographs by Alan Hems
James Lichty of Longview, Wash., driving his FU Class boat to victory at the Newberg Outboard Marathon.

Below: Len Douglass of Portland, who won the D Stock Runabout event at the Astoria races in June. His Timmy Boy took both heats.



BOAT. The two flips of the day were turned in by Howard McPhee of Avenal, B Racing Runabout, and Roy Skaggs, who drove Keith Black's 225 and turned over in the second heat. Skaggs, driving the first heat ran over the marker buoy and tangled his prop in the line that held the marker —he didn't finish either heat!

(Continued on Page 53)

Kenny Ingram of Los Angeles bringing his little 48 up on her toes during the same races at Lake Yosemite.





—Photograph by Charles Schimpff, Jr.
In a downhill drive from Los Angeles to Newport Harbor this Spring Prent Fulmor's 39-ft. ketch Staghound fairly flew before the powerful westerly. You can see that Chuck Pickering, at the wheel, is very busy. The owner, in the companionway, is enjoying the sleigh ride.

THINGS ARE HUMMING at Newport Harbor

By ROBERT M. ALLAN, JR.

TOP news of the month at Newport was the arrival of the Albacore in Southern California waters. The first Albacore was caught by Fred Wayre of Newport aboard the cruiser *Fredna J*, while Mrs. Dean Jarrett caught the second Albacore from her cruiser *Dena IV*. Both fish were hooked off the east end of Catalina and weighed around 14 pounds. As a result this writer, rounding Catalina in the Stewart Trophy race, thought there was a new village off the east end, judging by the number of lights clustered together at these fishing grounds.

Newport Harbor Yacht Club is proceeding with an active

—Photograph by Beckner
Barney Huber's amazing little *Mara* placed another scalp at her belt by taking Newport Harbor Yacht Club's Gold Coast Race on June 28th. She won in a field of seventeen.



program in this, their 35th year. The old favorite Maitre Ted Garneth, Manager Brooks, and Commodore Rutter put on their best to welcome Walt Elliott, Andy Kirk, Howard Chastain and Steve Weller after a rugged passage from Seattle in the California 32 *Amorita*.

Meanwhile the veteran skipper Captain C. A. Flink (formerly of the *Vega*, and survivor of a torpedoed sailing craft in World War II) was preparing the 87-foot *Vileebi* under ketch rig for a cruise to Tahiti and on to Europe. Aboard will be Donald Kellogg of Santa Barbara and his wife Erma, daughter Joan, 17, and her friend, Cordell Hicks. The *Vileebi* is in beautiful shape and the crew of John Luderer, Bob Wilkeen and Rose Bowl footballer Bill Stowell should join to make this a real dream cruise. *Vileebi* was made ready for the cruise at the South Coast Co.

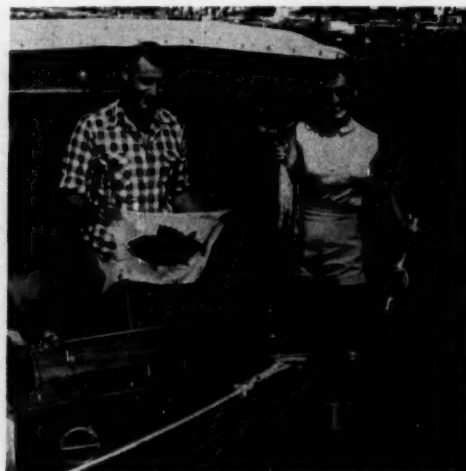
Balboa Yacht Club ran off their first annual keel and centerboard "handicap" races and John Percy in the Rhodes 33 *Whim* walked off with the keel trophy while John Carotis in the lightning *Windago* copped the centerboard cup. The races took many of the spectators back to the late 1930's when BYC used to run a "Free for All" every Sunday which saw everything from Snowbirds to R boats tangling in one fleet over the tricky and congested

(Continued on Page 57)



—Photographs by Beckner
Three top men in Lido Island Yacht Club's opening regatta receive their trophies from M. A. Anderson, Race Co. Chairman. From left, John Hurdall, Luders winner; Herb Wippler, top in the Albatrosses; and Doc Suess, tops in PCs. Anderson at right.

First to take an Angling Club albacore this season is Mrs. Dudley Jarrett of Balboa. Holding the flag is Redmond Jarrett, recent returnee from Korea.





—Photograph by Hollis Strait
Don Atkinson's beautiful Chris-Craft Doncarel, winner of the first predicted log contest from San Diego to Ensenada.

THIS predicted log event has been considered by cruiser men for a couple of years, but when it began to look as though another year might go by without action, it was determined to schedule it and see how it would be accepted. The event was staged with only a few weeks' notice to cruiser owners of Southern California, yet eighteen owners immediately came forward. That was considered enough to justify going ahead. Next year the event will be placed on the calendar well ahead of time, and it is believed that more than 100 entries can be secured.

For the benefit of the owners going to San Diego from Los Angeles and Newport harbors for the international race, a predicted log event was staged under the auspices of the Balboa Yacht Club from Newport Harbor to San Diego on June 21st. Seven boats took part, and Frank Ruppert was the winner with the remarkable error of only 0.650% with his Chris-Craft 46 *Reveller IV*. *Charlotte Ann*, the Harco 40 with which Tom Benavides won the recent ocean race for the James Craig Trophy, was second, and Ed Simonis, Commodore of the Long Beach Yacht Club, was third with his *Cuyama*. This race revived competition for the Lipton Trophy, which had not been at stake for four years.

In the San Diego Yacht Club's international contest to Ensenada the eighteen entries ranged in size from the 28-ft. *Spica II* of Burr Carroll to the 120-ft. cruiser *Sueja III*, Captain Oakley J. Hall. The race was run on June 22nd, and Don Atkinson's 42-ft. Chris-Craft *Doncarel* was the winner. His error was only 0.974%, while the consistent Ed Simonis took second with 2.1%. Third was Reg Weiss in *Natalia*, while fourth was Hunter Muir's *Gallant Lady*. *Doncarel* made the run at a speed of 17 knots.

After the race the presentation banquet was held at the Hotel del Pacifico in Ensenada. The Mexican authorities made all the formalities easy for the contestants, clearing them instantly upon arrival and simply handing them their papers, all made out, when the time came for them to leave. The Customs men at San Diego were equally co-operative, and these things remove the great bugaboo to going foreign.

The merchants of Ensenada presented each owner with a fine plaque commemorating the race and these now adorn the main cabins of the eighteen competing boats.

Captain Lloyd L. Gray acted as Chairman of the Race Committee for the SDYC's international race, while Hollis Strait was chairman for Balboa Yacht Club's contest for the Lipton Trophy.

Summaries of the two events follow.

ANOTHER INTERNATIONAL CRUISER RACE *San Diego to Ensenada*

RESULTS SIR THOMAS LIPTON TROPHY RACE BALBOA TO SAN DIEGO—JUNE 21, 1952 SPONSORED BY BALBOA YACHT CLUB

1. <i>Reveller IV</i> —Frank C. Ruppert	0.65%
2. <i>Charlotte Ann</i> —Tom Benavides	1.38
3. <i>Cuyama</i> —Ed Simonis	3.20
4. <i>Floresia</i> —Dr. Edward L. Shultz	4.97
5. <i>Doncarel</i> —Don Atkinson	5.10
6. <i>Lucky Lady IV</i> —Wilson Ferris	7.20
7. <i>Lucille III</i> —Dr. E. H. Reisen	DNF

RESULTS FIRST INTERNATIONAL CRUISER RACE SAN DIEGO TO ENSENADA, MEXICO—JUNE 22, 1952 SPONSORED BY SAN DIEGO YACHT CLUB

1. <i>Doncarel</i> —Don Atkinson	974%
2. <i>Cuyama</i> —Ed Simonis	2.1
3. <i>Natalia</i> —Reg Weiss	2.69
4. <i>Gallant Lady</i> —Hunter Muir	2.74
5. <i>Lucky Lady</i> —W. A. Ferris	3.03
6. <i>Reveller IV</i> —Frank C. Ruppert	3.11
7. <i>Bonnie Lee</i> —Berma Bonham	3.15
8. <i>Coronet</i> —Waldo Waterman	3.75
9. <i>Floresia</i> —Dr. Edward L. Shultz	4.1
10. <i>Grayling</i> —Capt. L. I. Gray	4.49
11. <i>Doris L</i> —Barney Effie	4.6
12. <i>Helen</i> —Gordon Frost	4.7
13. <i>San Souci</i> —Dick Jessop	5.4
14. <i>Poseidon</i> —Bob Thompson	5.59
15. <i>Sueja III</i> —Capt. O. J. Hall	5.9
16. <i>Charlotte Ann</i> —Tom Benavides	6.03
17. <i>Christianna II</i> —B. O. Larsen	6.65
18. <i>Spica II</i> —Burr Carroll	DNF

(Continued on Page 62)

Dick Jessop and Bob Thompson readying the latter's *Poseidon* for San Diego Yacht Club's predicted log race to Ensenada on June 22nd.



AROUND THE GOLDEN GATE

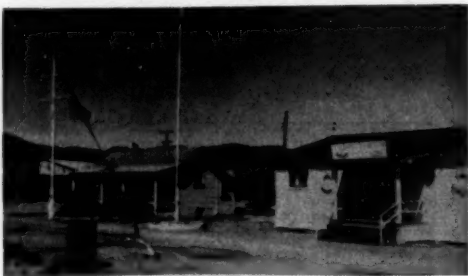
THE month of June felt the full impact of boating activities on San Francisco Bay. The fleet was constantly on the move and boats and equipment took an unusual beating from the elements and the strain of competition. We seem to have settled down to a year of "williwaws," (sudden gusts of wind) which not only put an extraordinary strain on gear but also cause the skippers to resort to new tactics in sailing strategy.

There is much feeling among the sailing fraternity that our races should be held in the morning whenever possible.



Mr. and Mrs. Ray Allen of the Aeolian Yacht Club enjoying their new sloop *Alert*, which they purchased not long ago in San Diego.

Below: The San Rafael Yacht Club on the right and the Coast Guard Auxiliary headquarters at the left, which provide boating facilities at San Rafael Municipal Harbor.



Teddy Bear, Doug Baswell and Dr. Allen M. Ollinger's *Hurricane Hanaloo* (left) try out their gear before the Richmond Regatta.



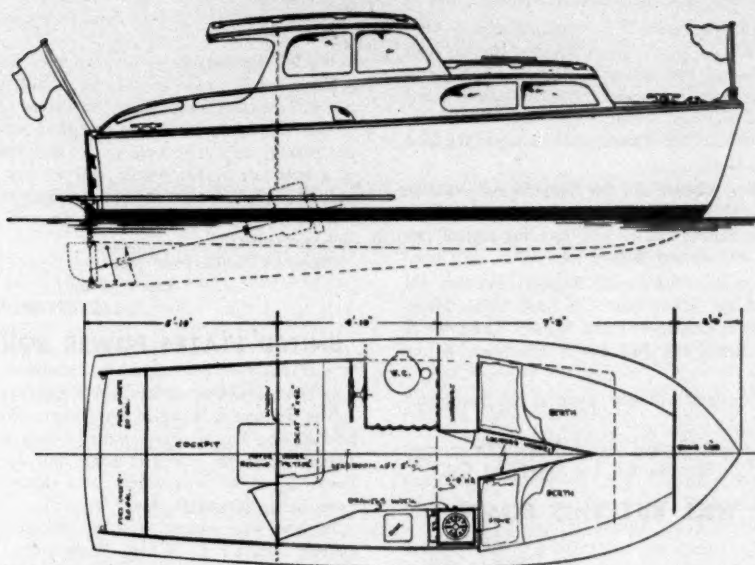
Normally we have much better sailing conditions early in the day before the usual lusty trades reach almost gale force during the afternoon. The desire for morning sailing appears to have much merit, so its adherents intend to establish it as our usual procedure.

Richmond Regatta drew the lucky number and the date provided the best sailing weather we have had so far this season. More than 150 sailing craft lined up to enjoy the competition and the warm usual winds. It was one of those beautiful days that are a yachtsman's hope and inspire him to come out again next week. Bill Trask, the Aeolian magician, brought his sailing ability to a good beginning by winning in the Hurricane Class. Olinger, last year's champion, came in 3 minutes behind Trask. The competition between these two in the next few months should produce some very interesting contests. Dick Hannan sailed the *Mickey* into first place in Div. 8-A, while the *Mistress* and *Buoyant Girl* put on one of their usual battles in 8-B, *Mistress* finally winning by 47 seconds. The Yankee Class *Venture* took first in Div. 9 with the *Flame* and *Yankee Doodle* in second and third behind her. These are all Yankee Class sloops built by Lester Stone, which establishes some sort of record. The *Xanadu* appears to be a fixture as winner in Div. 11. She won by 5 minutes over *Velero*. Gus Barth won in Div. 14 with his *Valkyrie* and the *Amba* took the honors in Div. 17. The *Oski* and *Teddy Bear* charged over the line with tongues hanging out. Skipper Paul Brazelton rode his *Oski Bear* to win by 13 seconds. Another close finish was staged by the Windward Class where the *Pagan III* won over the *Bora* by 18 seconds. The Acorn *Eight Ball* turned in a second victory over the *Hula* by a margin of 43 seconds. The same story was true of the Golden Gate Class.

The two-day Corinthian Regatta turned into an endurance contest as the wind reached gale force on Saturday and lessened only slightly on Sunday. Twenty-five boats gave up the race on the first day, while 28 failed to finish on Sunday. The wind carried away four masts and ripped an uncounted number of sails. Glenn Waterhouse, who was sailing the *Mickey*, broke a spinnaker pole and ripped a mainsail. Even so, he managed a tie for second place in the series. Ken Frost can thank his 7½-year-old son for so

(Continued on Page 66)

DESIGNS



AN EXCELLENT 20-FT. CRUISER

THIS cruiser might be termed the "economy size". Not large, but roomy and complete. Low-budget in its approach to providing its owner space, comfort and headroom usually found in bigger cruisers.

This is the design of Edwin Monk and will be built for R. B. Wallace of Seattle. The hull will be all Douglas fir marine plywood. The cruiser is only 20 feet long and has a 7-foot, 2-inch beam.

Mr. Wallace will power her with a Red Wing, Meteor-

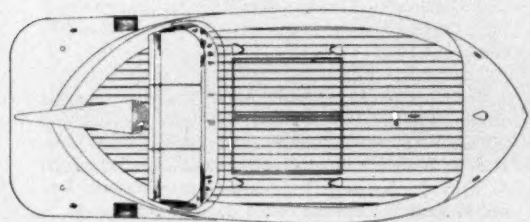
model gasoline engine at 2-to-1 reduction. This is a compact 18 hp engine and will run the craft at 8 mph.

This design can also be adapted to outboard power and Edwin Monk expects to have several from this plan powered with either inboard or outboard engines.

There will be a popular Monk boarding platform and there is an outboard rudder.

The craft will have one double berth forward, but two double berths can be arranged at the owner's choice.

There has been ample headroom allowed. The boat is easy to build. It has only four transverse frames and otherwise is longitudinally framed. The hull is three-eighths plywood and the keel and stem are fir.



A 16' PLYWOOD INBOARD RUNABOUT

THIS 16' x 6' 4 1/2" V-bottom plywood runabout of striking appearance was designed for the yard of Beauvais Freres of Contrecoeur, Quebec, by John Brandlmayr, naval architect of Vancouver, B. C.

Performance and distinctive appearance go hand in hand in this design. Locating the cockpit aft of the engine provides the proper weight distribution with a reasonable propeller shaft angle. The fin, while primarily for appearance, adds lateral area where it is needed. A 40 m.p.h. speed is expected with a Ford V-8 engine.

Water skiers will find the flat after deck convenient.

Scantlings include 3/8" plywood bottom planking, 1/4" topsides planking, 7/8" x 3" yellow cedar frames and 2'0" on center.

All Around the Coast

SOUTHERN CALIFORNIA REGATTA

THE regatta of the Southern California Yachting Association will take place at Los Angeles Harbor from July 26th to August 2nd, inclusive. Cabrillo Beach Yacht Club will act as Host Club and Regatta Headquarters, and will be assisted by West Coast, South Coast Corinthian, Santa Monica, Winard and Corsair yacht clubs and the Blue Water Cruising Club.

The Small Boat Classes and the Dinghies will race on July 26th and 27th; the Power Cruisers on the same dates, while the Large Sailing Classes will have five days of racing, from July 28th through August 1st.

Ed Schibler will be the overall Regatta Chairman, Ed Simonis will be the Power Boat Chairman, Glenn Meyer Large Sailing Boat Chairman, Frank Watson, Chairman of Small Boat Classes, and Bill Lewis, Chairman of the Dinghies.

All social functions will take place at the Portuguese Bend Club.

Entry forms may be secured from and should be returned to Bob Slater, 5679 Stratford Rd., Los Angeles 42, Cal.

WHO WILL BUY THIS BOAT?

4510 Brighton Ave.
San Diego 7, Calif.
June 6, 1952

Mr. Lawrence E. Munz,
Pacific Motor Boat,
71 Columbia,
Seattle 4, Wash.
Dear Mr. Munz:

Do you remember the outboard cruiser *Lilyan M* at Bremerton Yacht Club? The article in your issue December 1946

was written by me, giving the account of her building. Since then, both she and her owners have hit rather rough seas.

We left for San Diego last year when my health made it impossible to stay in the Northwest and the *Lilyan M* is still at Bremerton Yacht Club. We cannot bring her down to San Diego and we have had no luck in selling her. Could you possibly help us in some way? You know the old story of a boat left by her people, and we just can't let that happen to the *Lilyan M*. Maybe she deserves a better fate. I think so. She helped sell Evinrudes and pioneered the outboard cruiser!

Please let us hear from you.

Best regards,

LILYAN M. WILLIAMS

UNITED STATES POWER SQUADRONS

DISTRICT 16 has reached the expansion stage and this year should see several new Squadrons chartered.

The Bremerton Wing of the Tacoma Power Squadron held its first formal organization meeting at the Olympic Junior College on June 4 at which time the United States Power Squadrons were asked for a charter changing the name to the Bremerton Power Squadron.

By laws were adopted and the following officers were elected: Maurice L. Wallis, Commander; Weymore A. Rosso, Lieutenant Commander; Carl G. Nichols, Secretary-Treasurer; Dr. L. E. Foster and Dr. Frank Taylor, Executive Board.

The United States Power Squadrons charter, which has been approved, will be presented by District Commander McCann at an early date.

* * *

During the week end of May 24 Squadron officers and committee men from Seattle made a trip aboard the *Wanderer II*, of Harold C. Stimson, to Port Townsend for the purpose of meeting with a group who are interested in starting a Power Squadron at that city.

At two meetings held, one aboard the *Wanderer II* and the other at the Port Townsend Yacht Club there was much interest and enthusiasm. The problem now is how the Seattle Power Squadron can conduct the elementary piloting classes on the other side of Puget Sound, which will be more difficult than when they developed the Everett Wing.

* * *

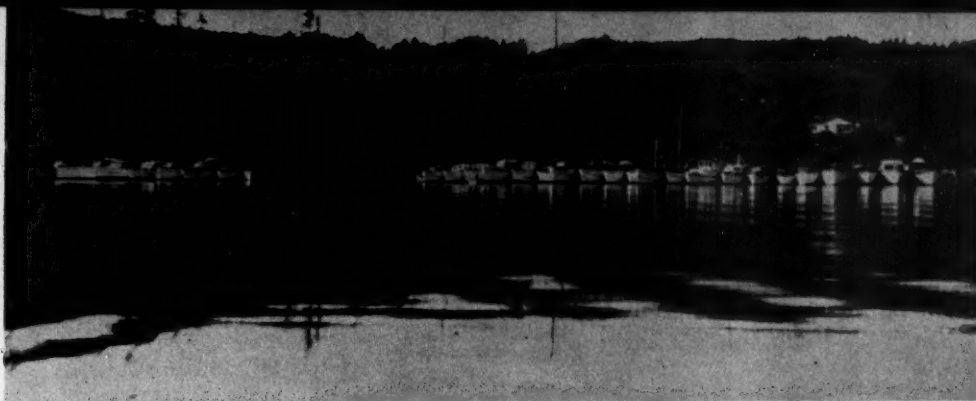
The Seattle Power Squadron will again offer hospitality cruises on Lake Washington to 1952 Seafair visitors from the Leschi Park dock. This will be a fine opportunity for visiting Squadron members to meet their fellow members. Past Commander Theodore Harris is the Chairman and Fleet Captain Aram J. Emmanuel will supervise the operation.

* * *

At a spring meeting of the Kona Power Squadron, on the big island of Hawaii across from Hilo, the following officers were elected for the year: Frank Ewing, Commander; Russell P. Smith, Lieutenant Commander; Joseph C. Tyler, Jr., Secretary; F. J. Cushingam, Treasurer. Russell P. Smith is Chairman of the Board of Admissions.



—Drawing by Laughs Unlimited



—Photograph by Harold L. Morelan
Rainier Yacht Club of Seattle, right, host club of this year's International Cruiser Race, had 25 boats anchored at Dockton Park, Quartermaster Harbor, Maui Island, during the Memorial Day Week End Cruise. Part of the Tyee Yacht Club is seen at the left.

Their monthly meetings are held on the last Tuesday of the month at the Konawaena High School where the elementary piloting classes are also held.

For the benefit of travelers West Secretary Tyler's address is Box 124, Kailua, Kona, Hawaii.

U. S. COAST GUARD AUXILIARY

SEATTLE'S Lake Washington was the scene of an impressive fleet review of the Coast Guard Auxiliary facilities of the Washington area in the 13th Coast Guard District on May 18.

Rear Admiral Norman H. Leslie accompanied by Wm. J. Austermann, Chief of Staff; Commander A. E. Harned, Chief of Search and Rescue Section and Lieutenant Commander M. L. Skaret, Director of the Auxiliary received the salute from 78 Auxiliary boats.

Admiral Leslie was assigned as a District Director when the Auxiliary was formed in 1939.

* * *

Led by Commander Jerry Wildman, Portland C. G. Auxiliary Flotilla 75 flew seven of their airplanes, with 14 members, from their base to the Port Angeles, Washington, Coast Guard Base on May 24. Accompanying them on the familiarization and training flight was Vice Commodore L. T. Winters.

* * *

Memorial Day was celebrated by the USCGA Depoe Bay Flotilla 78 with the seventh annual Fleet of Flowers on the Oregon coast.

It was estimated that the largest attendance to date completely lined the coast highway bridge and the ocean water-

front with 12,000 to 15,000 spectators.

During the colorful ceremonies ashore Governor Donald McKay paid tribute to those who had sacrificed their lives at sea.

The U. S. Coast Guard was represented by the Director of the Auxiliary in the 13th CG District, Lieut. Commander M. L. Skaret, who spoke in the absence of Vice Admiral Norman H. Leslie.

Following the service, around 800 boarded the 26 boats and accompanied their floral tributes to the ocean. The 650 floral pieces came from long distances to this unique ceremony from such places as Africa, England, Hawaii, Norway and Scotland. The Flotilla cared for the flowers that were sent by those who could not attend.

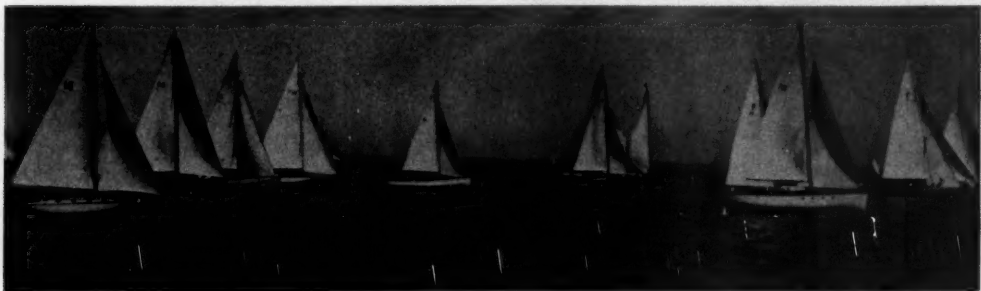
Flotilla 78 is composed of commercial boat operators and have made a number of rescues around the hazardous entrance to the bay.

R. B. HAYES

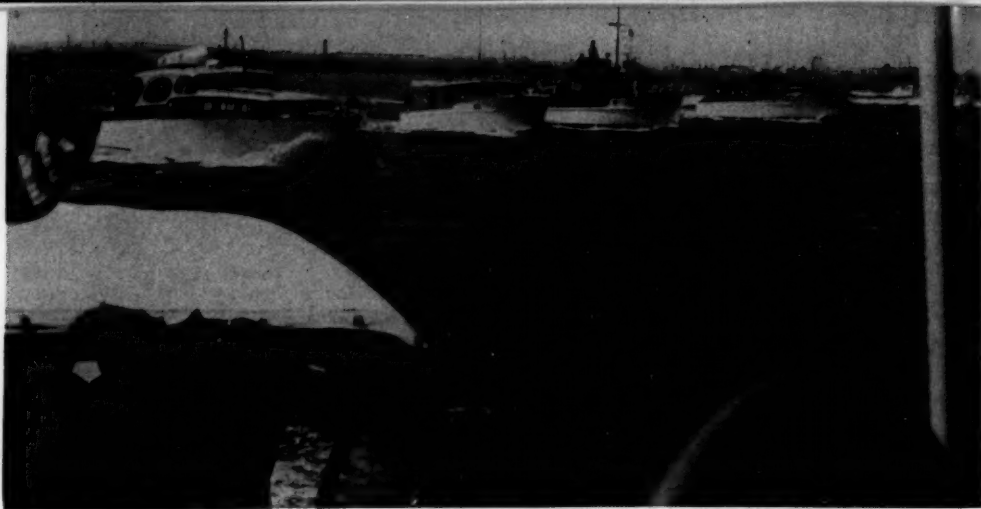
LOS ANGELES YACHT CLUB OPENING

JUNE 14th and 15th were the dates of Los Angeles Yacht Club's opening, which brought out a fleet of 66 entries in nine classes. Winners were as follows: Feathers, *Genevra*; 110s, *Duck*, Bill Gillette; Stars, *Chaser*, Bill Ficker; Dinkittens, Dick and Clark Sweet; Snipes, *Spray*; Flatties, Ira Rowland; PC, *First Fiddle*, Hilyard Brown; Ocean Racing, *Atorrante*, Lew Whitney.

Many prizes were donated by friends of the club and a drawing was held. The big prize was a Dinkitten, 8½-ft. fibreglas dinghy, given by the Glasspar Co., Lido Peninsula Shipyard and Clark Sweet. It was won by Bob Barneson.



—Photograph by W. G. Sawyer
A start of the Ocean Racing Class during the Opening Races of Los Angeles Yacht Club.



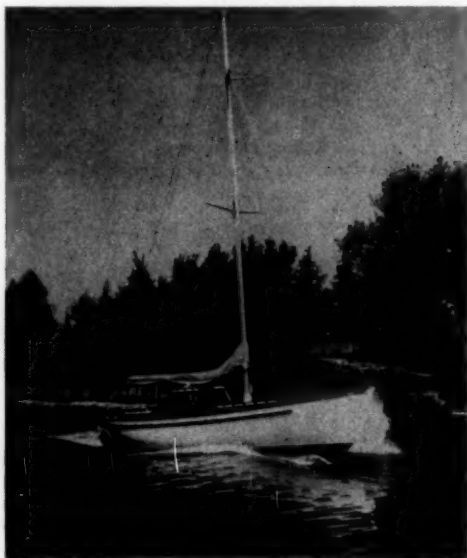
From the bow of Dr. Clarence Beeve's *Dorothy Elaine V* can be seen four of the fourteen boats taking part in Los Angeles Power Squadron's spring harbor cruise. Left to right: *Hypo*, Dr. Lester Lowe; *Jerry Oh II*, Gerald D. Nively; *Wood Duck*, Clifford L. Hawkins and the *Nellie B*, Dwight C. Milligan.

LAYC SAN CLEMENTE ISLAND RACE

THE peculiar thing about this race was that it wasn't around San Clemente Island. That was the way it was scheduled, but the Navy restricted those waters shortly before the event, so it was sailed around Santa Barbara Island and Ship Rock, leaving them both to port. The weather co-operated in a way to make all those happy who went and those who didn't sorry. A good breeze all the way, a balmy moonlight night on June 7th and a good close contest.

The winner was Fred Lyon's PCC *Kitten*, which never fell below five knots. At the time she finished it looked as though Emmett Harvey, sailing Bob Crytser's 44-ft. yawl *Electra*, had a sure first on corrected time. The yawl was only about a quarter of a mile behind with a time allow-

This new 35-ft. motor sailer was designed by William Garden and built by the Monson Boat Co. for George Wiley of Seattle. Her plans appeared in *Pacific Motor Boat* for August, 1951.



ance of some 20 minutes and a good reaching breeze. Just before *Kitten* crossed the wind suddenly shifted to dead ahead and became very light. *Kitten* had way enough to coast over the line, while the unfortunate *Electra* had to watch her time allowance run out while trying to work to windward against a zephyr that barely gave her steerage way.

DR. NUGENT BUYS DIABLO

ONE of the most famous boats on the Pacific Coast changed hands recently when Dr. Chester Nugent of Los Angeles bought the 60-ft. schooner *Diablo*. Designed and built in 1915 by Herreshoff for the Tiffany family of New York, she was not raced until sold to Aemilius Jarvis of Toronto, where she became a fabulous collector of trophies under this capable helmsman. A. R. Pedder of Santa Barbara brought her to the Pacific Coast in 1923 and won the Honolulu Race of that year. Shortly afterwards he sold her to his brother, W. W. Pedder of Los Angeles. She literally became queen of the fleet, proving practically unbeatable in long distance events for many years.

There have been rumors that she would again enter the Honolulu classic each time it has been held since the war. Now it seems probable that she really will go in 1953. *Diablo* now flies the burgee of Los Angeles Yacht Club.

AMORITA COMES HOME

FOR several years the California 32 *Amorita* has been owned by Dr. Carl Jensen of Seattle. A few months ago he bought the 59-ft. yawl *Adios* from Roy McCullough of Long Beach, Calif., turning *Amorita* in on the deal. On June 3rd a crew of So. Cal. men sailed *Amorita* back to her home port of Newport Harbor. They encountered heavy weather off the Oregon coast, but kept driving her as it was astern. From San Francisco to Newport Harbor *Amorita* set up something of a record when she made this passage in 51½ hours.

The return of this vessel increases the number of California 32's in So. Cal. from five to six. Only *Cbolita* is now left in the Northwest.

No sooner had *Amorita* arrived than she was purchased by Harvey Somers, well known yachtsman of Newport Harbor. Under his ownership she will doubtless be a very active boat.



WATER SKI CHAMPIONSHIPS

THE Pacific Coast Water Ski Championships will take place at Lake Arrowhead, Calif., on July 31st, August 1st and 2nd, inclusive. It is sponsored by Lake Arrowhead Water Ski Club and sanctioned by the American Water Ski Ass'n. The event will include slalom, jumping and trick riding with classes for both men and women and senior and junior divisions for both.

Entry forms and information may be secured from Miss Sally Hill, Lake Arrowhead Water Ski Club, Box 215, Lake Arrowhead, California.

CATALINA ISLAND RACE

ONLY six contenders came out for Los Angeles Yacht Club's race around Catalina Island on June 21-22, but these six put on a ding-dong battle in rather flukey

conditions. Bill Zinsmeyer's Fisher's Island sloop *Bagatelle*, with Bob Allan at the tiller, worked out a nice lead at the west end of the island, but was caught by the whole fleet when she hit a soft spot. After darkness set in the fleet scattered, and somewhere *Bagatelle* regained her lead to finish first on both elapsed and corrected time.

Fred Lyon's PCC *Kitten* was second, Ken Davis' Island Clipper *Conejo* third and the *Know-How* was fourth. Mark Hulsman's *Westward Ho* and Dean Harrell's *Medley* did not finish.

SAN JOAQUIN SCUTTLEBUTT

MILLERTON MOORINGS—when the Lake Millerton Sailing Association goes on its annual race to Temperance Flat, it's neither temperate nor flat.

Twenty-three boats entered the 14-mile handicap race

Above: Part of the Waikiki Yacht Club which will welcome visiting yachts and yachtsmen during the Hawaiian Invitational Regatta, October 5th to 12th.



Right: Lined up for inspection by Fleet Commodore Earl Morris are 7 of the 15 Mercury Class sloops of Newport Harbor.



Members of the Rainbow Fleet at Alamitos Bay, Long Beach, Cal. Left to right: Steve Mulhollen, national and fleet champion; Carol Newman, Sec'y.; Bond Thompson, Jim Morford, Fleet Captain; Gene Powell, Tom Braly, Jerry Simons, Bob Murphy and Kerry Teeple.

from Friant Dam to the head-waters of the lake, which once was a roaring mining camp. Jim Wyatt in his Raven was first; Jim Scott, Int'l 14', 2nd; Hans Sumpf, Raven, 3rd. The Commodore earned a booby prize when he threw his stern anchor over without making the anchor line fast. The steak barbecue featuring Cy Delashmutt was a gourmet's delight. The next morning a few of the strong beat their way back but most hitched a tow from Hugh Peyton of the Park Service . . . Ray Hettick just purchased Dave Benson's Mercury No. 283.



Officers of Marin Yacht Club for 1952. Front row, left to right: Mr. Matthews, Rear Commodore; Dr. M. N. Hosmer, Commodore; Dan London, Vice-Commodore. Rear row: Carson O'Connell, Sec'y.; Hart Jordan, Director; Henry Eichoff, Jr., Director; Art Kansee, Director and Ralph Walker, Director.

Some of the hard-working officers of the Richmond Yacht Club, left to right: Art Bulfinch, Vice-Commodore; Walter Luckert, Commodore and Harry Jacobs, Rear Commodore.



SACRAMENTO YACHTSMEN—The Barbary Coast Party, Sacramento's most popular annual social event, attracted around 300 to the S.Y.C. house-barge. First prize for costuming, judged by Oscar King, Charles Oliver and Gerrie Lampert, went to Bob Simons and his partner, Vickie Mehaffee. The second prize went to the J. Kendall Mastens . . . May 30th saw the start of the S. Y. C. race to Rio Vista which was followed by a cruise to Bridge Marina where 22 members had dinner. First place trophy was awarded to Lamar Trebilcox, second to Del Hay, and third to Chuck Larson . . . S.Y.C. recently welcomed to its membership Charles Frost, owner of 32' Hunter cruiser *Hi*, Frank Halter, owner of 24' cruiser *Camelia*, and Everett Howard, owner of a 22' Chris-Craft speedboat . . . The annual Knights Landing Cruise brought 14 boats to Sycamore Slough, where dinner was served at the Boy Scouts' Log Cabin. The cruise also netted a new member for the "Royal Society of Mudhens," when Coast Guard Flotilla Commander George Ramsey did not quite make it, jumping from one boat to another . . . Among the new boats in the club is Jack Chasser's self-built *If-n-Wen*, a 37' cabin cruiser. The craft, which sleeps six and has every modern convenience including a stall shower, is particularly remarkable because it purportedly was built without benefit of plan or blueprint. Pat Patton has sold his trophy-winning *Frolic* and bought the *Sunfish*, a 48' fishing boat. Pat is now taking out fishing parties of 20 passengers from Dow Rillia's Harbor at Crockett. The Warren Turpins have also bought a new boat, a 32' Hunter, the *Pitcairn*.

SAN JOAQUIN RIVER SAILORS—Stockton's biggest boating event of the year the Stockton Water Regatta, this year became the biggest boating event in Stockton history. 87 cruisers entered the Antioch to Stockton over-the-bottom race, bringing 67 visiting boats to the San Joaquin River town. Buses provided the transportation for the enormous crowd to the Stockton Country Club, where a formal dinner dance was held and trophies were awarded. Recipients were Tocchini's *Marita II* (S.Y.R.C.) for overall winner, Sturtevant's *Doll Lee* (O.Y.C.) Dorn's *Husky* (St. F.Y.C.) and to Schaeffer's *Har-O-Lee* (S.C.C.)

Stockton's Sailing Club's (formerly, the Ionic) annual overnight race once again proved to be the toughest, roughest race of the year—which has given it the name of the "Mad Midnight Marathon." Of the ten boats starting the race, three finished. Bill Chase in his 32' sloop *Moonmist* was first, Bill Barnett's 27' sloop *Escapade* was second, and the third was the Acorn class *Ginger*, owned by Dick Loomis. The start was at 7:10 in the evening, the first boat finishing the 38-mile course in 6 hours and 56 minutes. Bill Barnett says of the race, "We started the race in a rail-down breeze. Later on, where the river gets wide and shoals out in spots, we encountered an awful chop, made by the wind blowing hard against the strong pull of the tide. In the 3 years I have had my boat it was the worst combination of wind and waves that I have seen. We passed boats limping home all evening. Fortunately about the time we got to the entrance of False River to start the return trip, the tide changed and helped us home. This accounts in part for the fast times made. So ended the 5th annual race, and you sure missed a dilly."

IRENE SANFORD



—U. S. Coast Guard Photo
Officers plan for participation of USCG Auxiliary members as observers in the International Cruiser Race from Port Madison to Nanaimo. From left: Andrew M. Laslovick, Commodore, USCGA; Russel Rathbone, Pres., Int'l. Power Boat Ass'n.; M. L. Skaret, Comdr. USCG, Director of Aux.; and Everett G. Henry, Com. Rainier YC.

—Photograph by LeRoy E. Wight
Santa Monica girls learning seamanship on Ed Fabian's 40-ft. ketch *Resolute* as they arrive at the Isthmus, Catalina.



AROUND THE BEND

ON Memorial Day eight Mercury Class sloops sailed from San Pedro to Portuguese Bend Club to compete for what will be an annual cup award. George Rossman, Marie Lane, A. B. Smith, Ed Mills, Frank Aitken, Walter Hesnault, Fabian Sullivan and Bill Sannes were the skippers. Frank and Honey Aitken hosted them at a barbecue supper.

Saturday found the starters ghosting in a light southerly with Ed Mills taking three firsts. Sunday, A. B. Smith came through for his share with the final standings reading: Ed Mills, first; A. B. Smith, second, and Frank Aitken, third. The Club maintains several guest moorings for visiting yachts. We hope more amateur mariners will stop by to see us. It makes a pleasant change from the usual Island run.

The Don Ayres and the Vanderlip Perpetual Trophy Race is scheduled for the month of September; the course yet to be determined. The race will attract the Ocean Racing and Arbitrary Handicap yachts from many clubs along the coast, some entries already in. Those interested can obtain their entry blanks by writing the Club or call George Fisher. This race will be our big annual event for the larger boats and promises to be an interesting and rewarding experience for those competing. CATHERINE L. KELLOGG

PENGUIN NEWS

MEMORIAL DAY Regattas on two bays—Glorietta and Alamitos—ran over into June on the calendar this year so their results fall into this month's records. At Coronado Yacht Club nine Penguins from the San Diego Fleet sailed three races as a part of the Club's Opening Day entertainment. Gerald Fisher in *Cometa* was first, Fleet Captain, Herb Sinnhoffer, in *Touche* second, and Marvin Herrmann with *Ski-Dew* third. At Alamitos Bay the winners for their traditional five race holiday series were Jack Taylor in *Spindrift*, first, John Biby in *Tina*, second, and Tom Ramsey sailing *Adios, Jr.*, third. Incidentally, did you know that Alamitos Bay now has 38 boats in their Fleet? They are going into their Wednesday nite summer Twilight Series now and hope to have a good percentage of these skippers turn out.

The Mission Bay Yacht Club's Invitational held June 21-22 drew nine Penguins to the starting line and provided them with a stiff breeze that made for considerable excitement when Penguins and boats from other classes converged to round markers. Sid Exley of Alamitos Bay was leading the Penguins in points when his mast broke and he was forced to withdraw leaving his fleetmate, Dana Brown, a clear field to win the series.

The highlight of the month was the Fourth Regional Championship Regatta hosted by the Balboa Fleet at Balboa Yacht Club on June 28-29. Representatives from all five West Coast fleets were checked in on Saturday morning making up a 25-boat entry list for the five race series. Two races were sailed that afternoon in a fickle 6-knot breeze and at that point in the series John Bixby, Jr. of Alamitos Bay had a respectable lead with National President, Charlie Rook, his closest rival. Sunday was a glorious day with bright sunshine and an 18 knot westerly that held all day. This stiffer breeze tested boats as well as skippers and one of the casualties was Wes Prisbrey's *Scamp* when a stay fitting pulled out. Dampier than the rest of the contestant's were Wendell Walker and his crew when their boat *Weegee* dumped. Wild jibes led to a couple of cases of dented plywood but most boats came to the last finish line intact. Final winner—and only by tenths of a point—was George Ruby of the Balboa Fleet with 111 points. Right at his transom, less than a point behind, was Sid Exley of Alamitos Bay who had actually beaten Ruby in 3 out of the 5 races. In third place was Charles Merrill of Alamitos Bay with 96.3 points. Fourth was defending Regional Champion, Bob Woodward, of Balboa with 94 points and fifth was John Biby, Jr. of Alamitos Bay with 92.7 points.

Your 1952 Penguin Yearbook should be in your hands at this writing and we know you will heartily join in patting Jean and Bob Woodward on the back for an outstanding editorial job.

INLAND EMPIRE SEA

AFTER the second week-end in August, Spokane Sailing Club aggregate race figures for the season will be totaled to determine the skippers who participate in the Knockabout races with Seattle sailors.

On the basis of standings at press time, Oscar Calkins rates first, John Amsberry second, Harold Thompson third and John Kendall fourth, with the top two and perhaps the top three to go to the Coast for the races there on Lake Washington, September 13 and 14.

Nasty June weather gave the skippers some dirty sailing in their races, with too much wind sometimes, too little

others, and rain usually.

In the open class, run along with the Knockabout class, Oscar Z. Brewer, veteran of the fleet, leads by an easy margin.

Jess Puckett, widely known Lake Pend Oreille fishing boat captain, who has been Kamloops trout adviser and guide for celebrities the world over, was shot to death at his place of business on the lake late in June. A neighbor, with whom Puckett had an altercation prior to the shooting, was arrested on a first degree murder charge. Trial is set for fall.

The time prediction race, run annually on the giant backwater above Grand Coulee dam, was won this year by A. C. Garing of Ephrata. Error in his cruiser was 2.39 per cent. Art Jewell was second, Frank Banks third and Wayne Butler, fourth.

June consistent rainfall spoiled much of the anticipated month's boating. E. HARVE PARTRIDGE

MISSION BAY BREEZE By VIRGINIA CHAUSSEE

WITH the breezes northwesterly and persuasive, the temperature sky-blue and warm, the MBYC Small Boat Invitational Regatta came off with much enthusiasm and sharp competitive spirit. This two-day festivity marked the twenty-fifth anniversary for Mission Bay Yacht Club. The silver was much in evidence on the trophy table, in the form of first, second and third place awards. For the three race series the results were as follows:

Thistle—*Amiga*, Art Prager, MBYC; *Blenny*, Seth Brown, MBYC.

International 14—*Banshee*, Jack Brabbon, MBYC; *Wild Goose*, Bill Sutherland, MBYC.

International 110—*Caprice*, Dick Lough, SDYC; Gerald Fisher, SDYC.

Skimmer, *Woodwin*, Harry Wood, ABYC; *Surprise*, Bob Gales, MBYC.

Lightning, *G Whiz*, J. Campbell, CYC; *Flash*, Ross Kaye, MBYC.

Flattie—*Windrider*, Peggy Cox, MBYC; *TNT*, Tom Diamond, MBYC.

Penguin—*Secqnd Wind*, Dana Brown, ABYC; *False Alarm*, Alan Pitie, MBYC; *Idler*, Herb Hales, MBYC.

Sabot—*Wha Hoppen*, Louis Bedford, MBYC; *Leezoty*, Carl Eichenlaub, MBYC.

There were fifty-five boats registered from Clubs including San Diego, Coronado, Mission Bay and Alamitos Bay. Casualties were few. Sid Exley, Alamitos Bay, suffered a broken mast and young Jeannie Downham and her Sabot parted company for a short time with the Coast Guard Patrol to the rescue.

Carl Eichenlaub, Sr., Cecil Adams and Leon Bothell served on the race committee and Ken and Lillian Glazebrook headed the committee for Regatta Entertainment which included dinner and dancing on Saturday night. Commodore and Mrs. Norvell Diamond hosted an informal buffet in the Club prior to trophy presentation.

Caught on the breeze is the word that Jack Brabbon, Carl Eichenlaub, Jr., and Ross Kaye will go to Seattle as SCYA representatives in the International 14 championship races to be held on Lake Washington, July 1-4, and then possibly on to New York for the NAYRU competition representing California. Sounds like good sailing!

In the building department we find a fast growing Light-

ning fleet. Kelvin Savell who has been a top Flattie man is in the process of construction, as is Bill Lambert.

Secretary-Treasurer William Fordyce of the Thistle fleet in Washington D. C., stopped by to say "Hello" and speak glowing words of warm praise for the apparent "family" quality at MBYC according to our own Lois Prager, Thistle secretary.

THE DEL REY YACHT CLUB

A GROUP of Los Angeles yachtsmen who expect to see Del Rey Yacht Harbor become a reality met in April to form the Del Rey Yacht Club. Officers for 1952 are: L. J. Rosenkranz, Commodore; John R. Sahanow, Vice-Commodore; Charles E. Leveson, Sec'y; Joseph Weiss, Treas. and William R. Stein, Judge Advocate. The club now has 37 members.

BLUE WATER CRUISING CLUB

WILLARD TRACY and Ray Cadwell, a couple of Blue Water Cruising Club members who seem to be doing a great deal of their cruising by truck lately, have just returned from an eventful six weeks trip the length of Baja California. They reported a rugged trip—so rugged in fact, that they chose to ship the truck across the gulf from La Paz, rather than return the way they had come. They did more exploring on the mainland, going as far as Guadalajara before returning home. Willard shot many color pictures of the trip, which will be featured at a fall meeting.

Two other club members who decided to vary the week-end cruises to Catalina have been keeping their boats at Santa Barbara during June. Bill Foster in *Island Bird II*, and Len Bellman with *Timi* have been spending every available minute cruising around Santa Cruz and Santa Rosa Islands. They expect to rejoin the fleet for the cruise to San Clemente Island.

The annual summer cruise starting August 9, usually of two weeks' duration, is still subject to debate as to destination, with some members wanting to go south to Todos San-

(Continued on Page 51)

—MATS Photo
It's not a submarine running awash, nor a high speed power boat. It's a whale heading for Hawaii. He was one of a school of more than 20, spotted some 700 miles North of Oahu by a MATS Reconnaissance Squadron. Note the V of the bow waves and the disturbed water extending about 200 yards astern.



TRADE WINDS

GOVERNMENT ORDERS

FELLOWS & STEWART of Terminal Island, Cal., are busy on two big government orders. The first one, which is practically completed, is for thirty-five 45' wooden picket boats. They are very fine, double-planked and powered with Gray Diesels of 165 H. P. These boats are being built at the Terminal Island plant.

The other order is for twenty-six 65' steel tugs, and for the purpose of building them, Fellows & Stewart have taken over a portion of the Western Pipe & Steel Co.'s wartime plant in Wilmington. These vessels are powered with Atlas Imperial Diesel engines.

Fellows & Stewart are completing an interesting 58' motor sailer designed by Lorne Garden, naval architect of Seattle.

SALES OF CHRIS-CRAFT

BRYANT'S Marina, according to Latham Goble, vice-president, has made spring and summer deliveries on a number of Chris-Craft cruisers. Included in this list are: a 24-foot express cruiser for Wendell Black; another 24-foot express for Harry Granston, both of Seattle.

There has been delivered a 31-foot express cruiser for Robert Boyker, Seattle; a 25-foot express to Charles F. Hyde, Bellingham Yacht Club and 25-foot express cruiser to R. H. Kleinbach of the Bremerton YC.

A big 47-foot Buccaneer model, with twin Chris-Craft 160-hp engines, is for H. S. Hawley, Spokane, who keeps the boat at Seattle for cruising in the sound and along the coast.

In the smaller and fast class is the 19-foot Holiday, the first of this model in the Northwest, to Byron Horton, Seattle; a 17-foot special Chris-Craft runabout to William Pease and a 22-foot Sportsman to Ray Shanahan.

Two 31-foot express cruisers were delivered, one to Dan E. Martin and the other to Lew Orth, who is on his fifth craft through Bryants.

L. M. Riches, Queen City Yacht Club, Seattle, has a new 34-foot double-cabin, enclosed bridge Chris-Craft cruiser.

Bryant's Marina, Seattle, will be a Washington and Alaska co-distributor for Apeldo radio-telephones and direc-

tion finders. They will distribute the line through the dealers associated with the Bryant group for Chris-Craft engine and boat sales, Evenrude Motors and many others.

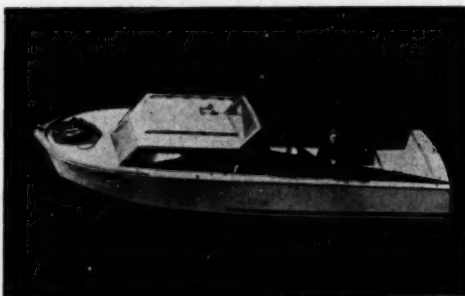
The full Apeldo line is on display at Bryant's. Its complete radio and electronics sales and service department will serve Apeldo buyers for both commercial and pleasure craft. Models are from 10-watt to 300-watt.

CHRIS-CRAFT SALES ON THE BAY

JOHN L. RECTOR, Burlingame, Calif., has taken delivery of a 34-foot double cabin, flying bridge Chris-Craft from the John G. Rapp Co., San Francisco.

The new craft is powered with twin 105 hp Chris-Craft engines, and turns her propellers through Goodrich cutless bearings. She has dual controls and a Half Mile Ray searchlight. Rector has christened his boat *Linda Lee*.

Another Bay area yachtsman to take delivery of a new Chris-Craft is Boyd Sheldon, Suisun, to whom the John G. Rapp Co. delivered a 50-foot Chris-Craft motor yacht. She is powered with twin 160 hp Chris-Craft engines, and has the Super-DeLux sun deck. In the galley is a special four-burner butane stove. Other features include a shower, a 32-volt 1500-watt Onan generator, remote starting and stopping switches, Kelvin-White Express compasses, One Mile Ray 32-volt searchlight, 35-lb. CO2 system, and Danforth anchors. The boat has been christened *Luann VI*.



A 25-ft. cruiser recently launched for Phil Butler, Sr. of Seattle, has been christened "Phil's Folly." The hull is protected against the weather and leaks with "Fiberlay."



Golden Girl, a new Richardson 40, which has recently been delivered to Mr. and Mrs. Bert Rawlinson of Balboa, Cal., by Hirth Harbor, the Richardson distributor.

SOUTH COAST NOW SHOWING WELIN CRUISERS

DISTRIBUTORSHIP on the Pacific Coast of the Welin non-sinkable cruisers has been acquired by the C. L. Noble Co. of Los Angeles. Mr. Noble, an enthusiastic boatsman himself, has placed on display at the South Coast Co. in Newport Beach one of the 25'10" cruisers, embodying all of the non-sinkable features of the 100,000 lifeboats which the Welin Davit & Boat Co. of New Jersey has built for the Navy.

The Welin steel cruiser has a riveted "lifetime" hull and is built of zinc-coated galvanized steel which the builders state is really rustproof. The two gas tanks are above decks. The engine is sealed in a water-tight compartment.

DISTRIBUTORS OF RICHARDSON CRUISERS

Washington Boat Center, Seattle, and Mike Knox and Ken Enochson, partners, with Tom Farrell sales have announced the distributorship for Washington for the cruisers in the Richardson Boat Co. line. These will be carried in addition to the other lines and used-boat sales. Coming soon to Washington Boat Center will be two Richardson models, a 36-foot twin screw sedan and a 33-foot twin screw sedan.

GENE SCHULTZ

ONE of the best known diesel engine men in the Northwest, H. E. "Gene" Schultz has joined the staff of N. C. Marine division of the Northern Commercial Company, Caterpillar Marine engine distributors for western Washington, as an engine sales representative.

Schultz is a pioneer in the marine diesel field and has probably called on more boat owners and operators in his long career in the business than many others in the field.

QUARTERMASTER, AUTOMATIC STEERER

RECENTLY introduced to the boating industry is the QUARTERMASTER, automatic steering with push button remote control. The pilot, adaptable to all types of craft, is manufactured and sold by the Cowelco Company of Long Beach, Calif., through Ward and Wesley Theisen, partners in the firm. The pilot, however, under another manufacturer, has been in operation in Southern California for over seven years. In the operation of the Quartermaster, no hand steering is needed to set or change the course and it is unnecessary to disengage or re-engage the clutch. Changing course to avoid obstructions or other vessels is a matter of swiching to "Remote Control" and steering by push button. A 35-foot electric cord permits completely flexible Remote Control from any part of the vessel.

Two yachts recently installing the Quartermaster are the *Doncarel*, owned by Don Atkinson of Rolling Hills; and the *Bellfred*, owned by H. W. Mangold of Long Beach, California.

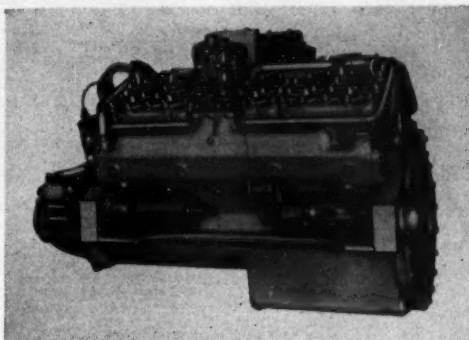
NORTHWYN SAILMAKING CO.

BERNARD ABRAMS, who with his brother, operates the Northwyn Sailmaking Co., located at the Lake Washington Marina, Leschi Park, Seattle, is very well satisfied with the showing that boats fitted with their sails have made in the spring and early summer races in the Northwest.

Among winners with Northwyn sails have been Herb Day's K-38 *Omo* which scored the overall first place in the Swiftsure race, Doug Sherwood's K-38 *My Sin*, winner of

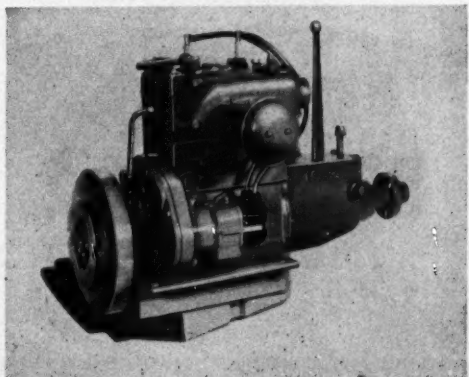


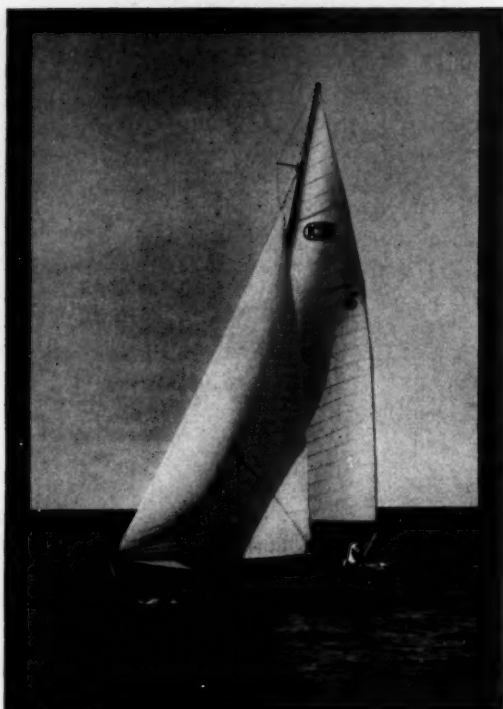
Robert V. Staats Co., Newport Beach, Cal., Matthews distributor, reports delivery of a Matthews 40 Sport Cruiser exactly like the above boat to Paul P. Daniels of Los Angeles. The new boat will be named *Orifice*.



The new Scripps Model 302, an engine which the company believes can offer the highest horsepower for the smallest space requirements ever known in the boating industry. It provides a guaranteed 350 hp at 2600 rpm in a length of only 58½ inches.

Kermath has just introduced a 10 hp 2-cyl. lightweight engine, designed exclusively for small boats. While it is complete in itself, the new "Sea-Twin" can be specially equipped to meet individual requirements.





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the Vashon Island race, and Dr. Goodhope's *Cerita*, second place in the Protection Island race.

The Northwyn people are also justly proud of the record their sails and rigging made on J. P. Riley's *Little Bit* on her recent cruise to Honolulu which has been given considerable publicity in the yachting magazines.

TESTING DIESELS

HALL-YOUNG CO., Fishermens Wharf, San Francisco, has installed a dynamometer to test marine diesel engines up to 500 hp in size.

"The dynamometer was installed primarily to test rebuilt engines," said Tom Hall, "for the various military agencies, but the machine will enable us to sell rebuilt engines with the same guarantee and test performance as a brand new engine."

JULES ENGINE

ART NELSON, sales manager for Jules Engine & Equipment Co., returned June 6 from a three weeks journey to the East and Middle West. His itinerary included New York City, Pittsburg, Detroit and Grand Rapids, where manufacturers represented by the Jules Company are located.

NEW UNIVERSAL

CHARLES LINDWALL, operator of Lindwall Boat Works, Santa Barbara, has installed a Universal "Cruiser-6", 90-hp with 2 1/4-to-1 reduction, in a workboat he is building for the Santa Barbara Harbor Commission. Shepherd Marine, Universal distributors in Southern California, supplied the engine.

EASTERN TRIP

ANGELO BENEDETTI, president, Thomson Machine Works, San Francisco, accompanied by Mrs. Benedetti, enjoyed a combination business and pleasure trip East last month. Driving through the mid-West, the Benedettis stopped in Milwaukee and called on Nordberg Mfg. Co.; in Red Wing, Minn., on the Red Wing Motor Co.; and at Grand Rapids, Mich., on the Michigan Wheel Co. From the mid-West the Benedettis continued to New York and other Atlantic Coast points, thence home.

WILLIAM E. SCRIPPS

WILLIAM E. SCRIPPS, founder and president of Scripps Motor Company, died recently at the age of 70 years.

Mr. Scripps, in addition to organizing the company in 1906, was throughout his lifetime one of the principal exponents of power boating on a world-wide basis, having sponsored innumerable international racing and endurance events, such as the crossing of the Atlantic by the Matthews-built Scripps-powered *Detroit* in 1912.

PERSONNEL CHANGES AT GRAY MARINE

THEODORE O. BERLINSKI, factory manager of the Gray Marine Motor Co., and Orion W. Meiselbach, chief engineer, have been elected vice-presidents in charge respectively of production and engineering, it is announced by John W. Mulford, Gray Marine president.

ENGINEER OF COOPER-BESSEMER

COOPER-BESSEMER CORPORATION has appointed Edward D. Van Fossen as field engineer in the Seattle office. Headquarters are at 570 First Avenue South.

Stephens means Sailing, too!

The **Debit**—Stephens' 38' Farallone Clipper owned by Ted, Barre and Dick Stephens

"Even though we eat, sleep and live the building of cruisers or sailboats, we still can't wait to get on the water," says Ted Stephens, center, president of Stephens Brothers. "It's a postman's holiday for us! We spend every weekend we can on the **Debit** or on a shakedown cruise aboard one of the Stephens Cruisers."

Chief naval architect and secretary-treasurer, Dick Stephens, left below, is justly proud of the sleek Clipper. "The Farallone Clipper was born after some yachtsmen came down from San Francisco to complain there was no sailboat for the West. They asked us to build a cruising sailboat—one that would perform well in the rugged Bay sailing and off the coast.

"We became so attached to these boats," says Dick, "that we kept the **Debit** for ourselves."

"Performance" says vice-president Barre Stephens, right, "combines speed with real cruising comfort."

"Currently our **Debit** is feuding with another Farallone Clipper, the **Mistress**, owned by Al Alessio of San Francisco. The **Mistress** has been first boat in four of the five Santa Cruz races she has entered; and first, three times in the rough all-sail 60-mile Farallone Island Race."



Barre, Ted, Dick Stephens
Farallone Island, Calif.

Stephens Brothers, 38' Farallone Clipper
San Francisco and Sausalito Yacht Club

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F-4	81	3000	220	1,021.00
Seiner Special	81	3000	220	
90*	95	3000	230	929.00
Mercury	100	3600	239	826.00
100*	110	3000	320	1,237.00
6-330*	140	3200	339	1,442.00
150	185	3000	447	2,473.00
160	175	2400	548	3,166.00
170	200	2400	611	3,373.00
200	225	2400	678	3,776.00
300	350	2600	894	4,882.00

SPECIAL HIGH SPEED

4-60	60	3400	134	\$ 676.00
6-95*	95	3000	230	929.00
6-110*	110	3600	236	1,019.00
6-130*	130	3200	320	1,252.00
6-145*	145	3200	339	1,457.00
6-158*	158	3400	339	1,506.00

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4-108 Coast Guard	50	3000	166	\$ 2,722.00
Life-Saver	79	2600	255	2,754.00
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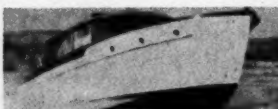


For Sale—Exceptionally beautiful steel twin Diesel Yacht. Built 1947 of finest materials, modern in every respect. Continuous deckhouse with large dining room forward, with pantry and Captain's quarters just off aft, followed by private bath and den, aft of which is large lounge. Owner's accommodations below main deck include 3 double staterooms, 3 baths and dressing rooms. Adequate crew quarters forward. Engines two Enterprise Diesels 1100 H.P. each. Fuel capacity 18,000 gals., water capacity 14,000 gals. Bridge and engine room equipment most complete and modern. Dimensions: 168'x25'x10'6". Shown by appointment only through resident broker, The George Michaud Co.

For Sale—A really famous Pacific Ocean Racing Schooner and withal a fine cruising yacht, built 1929 in the finest manner, including double planking, double brass fastenings, lead ballast, hollow spars, etc. New stainless steel rigging and winches installed 1947. 9 sails, some like new. Lathrop medium duty engine, 32-Volt Onan light plant, CO-2 system, 2 radios one of 110 Watts, Chamberlain fuel oil stove (new), large stainless steel electric frig., and deep freeze. Her accommodations include 2 double staterooms, 4 berths in main cabin plus crew quarters, 2 toilets, Airfoam mattresses. A perfect schooner for the 1953 Honolulu Race. Dimensions: 65'x48'x16'6"x9'6". Price \$22,000.



For Sale—Perfectly beautiful Plan B 40' Matthews built 1947. Powered with twin Packard Marines completely overhauled April 1952. Onan 500-Watt light plant, 55-Watt radiotele, Allen Auto Pilot, RDF, ball tank, 2 fishing chairs, dinghy, hot and cold pressure water, etc. This is top merchandise, perfectly maintained and available at a very reasonable price because owner has purchased larger boat. Shown by appointment only.



For Sale—One of the few modern Twin-Screw Used Cruisers now available. Built by Richardson in 1948, mahogany weldwood construction, bronze fastenings. Powered with twin Packard Marine engines, beautifully maintained and in apple-pie order thru-out. 5 to 5 phone, CO-2 system, sleeps 4 to 6 and is a fine marin boat. Dimensions: 34'x33'x10'5"x3'3".



For Sale—Smart, fast 28' Sport Cruiser, built in 1946. Powered with Chrysler Royal used less than 100 hours, speed 18. Complete with 2 bunks, toilet room, galley, electric bait pump, RDF, 5 to 5 radio, etc. For sport fishing or trips to Catalina we think you should see this one. Dimensions: 28'x27'x10'2".



For Sale—One of the best small Auk. Sloops of recent build. Completed 1948. Oak frames, cedar planking, plywood canvas-covered decks, 2700 lbs. of ballast, hollow spruce spars, stainless rig, 2 suits of sails, 1 Nylon practically new, on-cray, air cooled inboard engine. Sleep 3 to 5, toilet, sink, etc. Perfectly maintained. Dimensions: 27'1" x 27'1" x 8'2". Owner anxious to sell. Price \$3,750.



For Sale—Beautiful auxiliary cutter built of the finest materials in 1934 including mahogany planking, Everard screws, lead ballast, teak decks and trim, hollow spars, stainless rigging, complete sails all new since 1948, 4-cyl. 52 hp Gray engine 1947, CO-2 system, plastic dinghy, etc. She is immaculate thru-out. Accommodations for 4 in perfect comfort. Large well-equipped galley, large toilet room. Dimensions: 54'x37'x11'6"x7'6".



For Sale—Diesel-powered Alden Ketch, very well built in 1930. Teak decks, mostly stainless rigging; 3 suits working sails plus 4 additional sails, Buda Diesel engine, copper tanks, Onan light plant, 40 W. radiotele, dinghy, life raft, foam mattresses, new stove, etc. She sleeps 6 plus crew, 2 toilets, large galley, etc. Dimensions: 54'9"x43'5"x12'9"x7'5". Priced to sell at \$17,500.

A few of the boats for sale at our two Branch Offices

At CALIFORNIA YACHT ANCHORAGES, INC.

Foot of 22nd St., San Pedro, Calif.

Terminal 2-7006 or Terminal 3-2492

16' Plaining Hull Catamaran, Seats 2, New Sails.....	\$ 450
18' Mercury Class Sloop, Bilt., 1946, 2 Suits of Sails.....	550
21' Sloop, 3 Bunks, 6HP Air Cooled Aux.....	1100
24' Roomy Motor Sailer, Sleeps 2, Encl. Head, Galley.....	2250
24' Cruising Yawl, 3 Bunks, Head, New Sails, 16HP Gray.....	2750
25' PIC Sloop, Slip, 2-4, Outboard Auxiliary.....	2000
26' Norwegian Cutter, Slip, 2, Head, Galley, 5'11" Head Rm.....	2500
26' Sloop, 4 Bunks, Head, Gray Aux., Charter \$20 Day.....	3500
30' Alden Sloop, Sleeps 4, Head & Galley, New Univ. Aux.....	4500
37' Cutter, Sleeps 4-5, Btl., 1940, Teak Decks, Gray Aux.....	8500
76' Husky Ocean Cruising Schooner, Sleeps 11, Shower, Refrig. Stainless Rigging, Mahog. Planking, Chrysler Aux., Radio. For week-end charters at \$240. By the Day \$160. Sale.....	17,600
For Sale, 12-cyl. Vismaret 500 hp marine engine with many extras and spares. Engine run about 50 hours. Price \$1500.	
28' 1947 Truscott Cruiser, Sleeps 4, Dual Controls, Chrys.....	4500

At LIDO PENINSULA YACHT ANCHORAGE

Foot of 31st St., Newport Beach, Calif.

Tel. Harbor 1696 or Harbor 2351

30' 1947 Hunt Craft, Sleeps 4, Chrys., Radio, Dinghy.....	7800
32' 1939 Sport Cruiser, Sleeps 2-4, Gray, Radio, Ball Tank.....	\$4000
17' TEAK LADY sloop, radiotelephone, new mast, sleeps 2, want offer, ask.....	1650
22' Auxiliary sloop, sleeps 2, Wisconsin engine.....	975
28' Herrschoff H-28 cruising ketch 1949, sleeps 4.....	5000
30' TAHITI Ketch, teak decks, sleeps 4, FW Cooled Kermath engine.....	7000
APPOINTMENT ONLY	
41' ATKINS Cruising Ketch 1939, sleeps 5, owner desires OFFER.....	
55' Beautiful Ocean Racing Schooner 1928, good complement of Sails, lots of equipment. INQUIRE.....	25,000 and 55,000
2-85' ALDEN Cruising Schooner.....	4250
24' DRAKE Sportfishing Cruiser 1951, Royal, anxious to sell.....	5200
25' New Stock Sportfisher, beautifully built, CROWN, fine BUY.....	8900
24' TS FAIRLINER 1947, CROWNS, beautiful condition.....	5500
31' Family Cruiser 1937, sleeps 4, 1948 CROWN, Very roomy.....	

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Pleasure Craft of All Types Available FOR SALE OR CHARTER



One of the greatest Express Cruisers ever built. A leader in speed—32 knots. Powered by twin 620 HP Hall Scott Defenders. A leader in appearance and construction. A custom Harco "63", built 1946 of finest materials. Every extra. A leader in value at \$35,000. Shown by appointment only.



FOR CHARTER or sale this 63' Custom built Wheeler. Exceptional interior arrangement with 4 double staterooms in addition to the main saloon and pilot house. Powered with twin 6-71 GM Diesels—cruises 12 knots. Every extra including bath, shower, two heads, refrigeration, hot water heater, ship to shore, etc. Shown by appl. \$35,000. Real estate and boat trades considered.

CRUISERS

32' Utility type speedboat. New 275 HP Hudson.....	\$ 1,000
18' Runabout, built 1950. Clean.....	1,500/offer
23' Runabout, built 1941. 110 HP Mercury.....	1,300
22' Sportfisher, built 1945. Ball tank.....	2,250
28' Family cruiser, Chrysler.....	2,250
28' Sportfisher, Ball tank. Chrysler power.....	2,250
23' Sportfisher, built by York 1946. Chrysler Acc.....	2,750
24' Jeffries Sportfisher. 180 HP Mercury.....	2,750
26' Stealcraft Sedan, built 1947. Crown.....	2,950
30' Flying Bridge Stealcraft. Chrysler 115 HP.....	3,350
30' Sportfisher and Charter, built 1947. Chrysler.....	3,500
36' Converted Sportfisher. Chrysler Royal.....	3,750
30' Motorsailer. Sleeps 5. Clean.....	3,750
25' Chris Craft Overnighter, Royal, Radio.....	3,850
30' Cabin Cruiser, built 1945. Universal.....	3,900
23' Mercury Utility. Two new 150 HP Grays.....	3,900
47 mph.....	3,900
36' Converted Higgins Sportfisher. 145 HP Diesel.....	4,000
30' Sedan Cruiser, built 1946. Royal.....	4,950
32' Sportfisher. Licensed for 15. 5 ton hold.....	5,250
28' Cruiser, built 1951. 150 HP Packard.....	6,000
47' Motor Cruiser, built by Matthews.....	7,500
New Gray engine.....	7,500
30' Huntcraft, built 1947. Sleeps 4. Chrysler Crown. Offer.....	8,750
New 26' Express Essandee—Exceptional.....	10,000
45' Seacraft, yacht type. 150 HP Packard.....	10,000
36' Cabin Cruiser, built by Drake 1947.....	10,000
Two 115 Crowns.....	10,000
54' Cabin Cruiser. Two 275 HP Hall Scotts.....	11,500

SAIL

25' Cutter, built in Norway. Gray engine.....	\$ 1,450
26' Ketch, built 1946. Kermath.....	1,800
26' Ketch, converted 1949. Radwing.....	2,000
26' Sloop, built by Ashbridge. Universal.....	3,750
28' Sloop, built by Jacobs.....	3,900
35' Ketch, built by Hershoff, Kermath.....	5,000
42' Sloop, built 1946. Sleeps 7. Gray.....	7,500
34' Gaff Head Cutter, built 1950. Universal.....	9,500

45' Aux. Schooner. Gray power.....	9,500
27' Sloop, built 1946. 25 HP Gray.....	10,500
47' Yawl, built by Fellows & Stewart. 50 HP Gray.....	15,000
50' Aux. Schooner. Chrysler engine.....	16,500
58' 10 meter Sloop. Excellent racing record.....	20,000
83' Aux. Schooner. Sleeps 10. 121 HP Gray.....	28,000
104' Aux. Schooner. Built in England. Atlas.....	30,000
71' Aux. Schooner. 100 HP G.M. Diesel.....	40,000

CRUISERS

88' Steel Aux. Cruisers. Rebuilt 1950. Diesel.....	48,000
110' Sub-Chaser, extra engine.....	10,000
38' TS Hunter, built 1941.....	10,500
104' Diesel Cruiser, sleeps 12. 2 6-71 G.M.....	13,500
52' Cruiser. Sleeps 6. 2 Hall Scotts.....	14,000
42' TS Owens, built 1946. Will trade.....	15,000
47' Cruiser, built by Fellows & Stewart. 2 Royals.....	17,500
40' TS Double Cabin Chris Craft type.....	16,500
65' Diesel Cruiser. 115 HP Caterpillar.....	18,500
38' Diesel powered Sportfisher. Built 1951.....	19,000/offer
38' TS Stephens, built 1947. New Nordbergs.....	offer
38' Sportfishing Cruiser. Built by Kettenburg 1948.....	20,000
83' Converted Cruiser, built by Wheeler.....	20,000
2 Gray Diesels.....	20,000
104' Cruiser, built by Stephens. G.M. Diesel.....	22,500
40' Cruiser, built by Matthews 1948. Chrysler.....	22,500
40' TS Flybridge Chris Craft.....	23,000
41' Sport Cruiser, by Matthews.....	24,000
75' Cruiser. Two Chrysler Royals.....	24,500
40' TS Matthews, built 1947. Immac.....	Offer
63' TS Diesel Cruiser, built by Wheeler.....	25,000
63' TS AVR Diesel. Very clean.....	25,000
83' TS Diesel Cruiser, built by Wheeler.....	25,000
65' Shain Cruiser. Two Chrysler Crowns.....	29,500
105' Cruiser. Two 250 HP Winton Diesels.....	30,000
90' Seagoing Diesel powered yacht. Radar.....	30,000
105' Cruiser, built by Stephens. '47. Twin Royals.....	35,000
54' Cruiser, built by Stephens. Sleeps 8.....	38,000
75' Diesel Cruiser, built by Kettenburg.....	39,500
96' TS Diesel Yacht. Ready to go.....	47,500
54' Flying Bridge Cruiser. Two 6-71 HP Diesels.....	60,000
100' Luxurious TS Diesel Yacht.....	60,000

WE HAVE BUYERS — IS YOUR BOAT FOR SALE?

See all the boats available for sale without leaving our office. Listings are classified into type and price groups with photographs.

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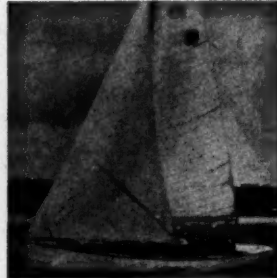
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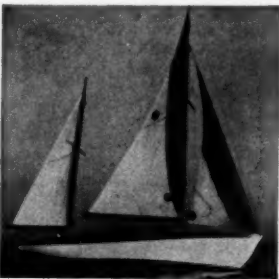
SAN DIEGO BOATS



One of the popular pre-war express cruisers built by Fellows and Stewart '47. She has twin 140 h.p. Gray engines on Vee-drives in a separate engine room under the rear deck; they are hydraulically controlled from both the bridge cabin and the flying bridge; there are two heads, lockers galore, electric refrigeration, and a permanent dining nook opposite the well-arranged galley. There are accommodations for four in two large cabins with the best beds you ever slept in. She is completely furnished as to linens, blankets and rugs. The trim, cabins and joinerwork are all of the best teak; and the boat has been professionally maintained. The owner is asking \$14,500.



This PCC is truly beautiful; the topsides are pastel yellow, cabin tops are blue, and the mahogany is a deep red color. The boat reflects pride and professional care in every particular. She has a complete set of nylon sails in new condition, including main, working jib, genoa, and spinnaker. All deck fittings are heavily chromed. Ship-to-shore, buffet, and folding dinette are all custom installations. There are full covers and lifelines. Running rigging is all linen. Auxiliary and equipment are in good-as-new condition. Owner's health requires sale.



This Herreshoff "28" built in '48 has full equipment, including Ship-to-Shore, aux. generator, plastic berth covers, boarding ladder, stainless rod stays, sleeps 3. In excellent shape throughout, and priced low at \$4,125. Universal Utility 4.



Here's a chance for someone who wants a sea-worthy sportfisher. Ruggedly built; three-quarter cedar planking with oak ribs steam bent on six-inch centers. These boats are bronze-fastened throughout, with Honduras mahogany trim and decks. There are two bunks below, a large enclosed head, and lots of locker room. Speed to a maximum of 18 miles per hour with a Chrysler Crown. The nine-foot cockpit is large enough to fish in comfort. Lines are for dry performance in rough water. She is a new boat with a new-boat guarantee at \$5,500. (P.S.: Includes new full length covers!) 25'3" x 8'3" x 2'6".



Here is an Alden schooner with a new Gray Diesel, new sails and new rigging. She sleeps fifteen, has one double and two single staterooms and crew's quarters for four. She has two heads, one bathtub, radio, an adequate deep freeze, hydraulic controls, teak decks and trim, and a nice dog house. Dimensions are 30'x11'x10'2". Priced at \$25,000. May be seen at our marina by appointment.

POWER

30' Jeffries sportfisher, Cadillac fresh-water cooled	\$ 4,950
27' Owens sedan '48 sleeps 4, refinished, popular model	4,500
29' Twin-screw Chris express, Crews rebuilt, radio, extras	4,800
34' Owens '51 Twin-screw express, like new, lined oak panels	4,500
30' Express sportfisher, New Crown, radio, pilot, faultless	8,500
34' Elco, new paint, Crown, sleeps 3, bait tank, a good hull	2,700
40' Fellows & Stewart, new engine, also rebuilt auxiliary, sleeps 6, electric refrig., radio, DF, good cruising boat	6,000
26' Owens '50, new condition, radio, covers, bait tank, a steal	5,500
34' Higgins express sedan '48, Twin Crowns, Radio, auto pilot, aux. generator, bait tank, fast, sleeps 6	8,800
42' Diesel cruiser, sleeps 4, new range and electric refrig., converted in 1948 at cost of \$18,000	8,500
19' Mahogany utility, varnished, 90 HP Gray, broad beam, high freeboard, fast and seaworthy, built 1950	2,500
26' Diesel sportfisher, sleeps 2, Buda, radio, auxiliary bait pump, lots of chrome	3,900
28' Jeffries, built 1950, Cadillac Kettering, sleeps 3, radio, cruise at 20 knots, outriggers, etc.	7,900
27' Owens '47 sedan, sleeps 4, comfortable, good motor	3,500
32' Wheeler Express, twin Crowns, marlin chairs, sleeps 4, radio, bait pump, extras	8,000
32' Kettenburg Express, mahogany, '48 Crown, radio, bait tank	4,500
29' Custom Chris Express, nearly new Royal, auto pilot, radio, bait tank, covers, etc.	5,500
42' Diesel cruiser, big radio, Direction finder, dinghy, cover, electric refrigerator, sleeps 6	7,500
21' Express cruiser, Scripps 50 HP, sleeps 2	2,500
24' Truscott '46, Chrysler, sleeps 2, radio, head, galley, tank	3,850
42' Conversion, sleeps 4, radio, electric refrig., fly bridge, Gray Diesel 225	4,000
34' Owens '50 Twin screw, auto pilot, extras, sleeps 4	9,900
38' Express cruiser, teak decks, twin 225 Scripps, sleeps 4, auto pilot, direction finder, etc., custom built, fast and husky	15,000

28' Saticraft '50, radio, Packard Marine, hydro shift, water-cooled auxiliary, a fine boat but needs repainting, sleeps 4, dinette, head, and good galley	\$ 5,200
40' Wheeler sedan, Chrysler Royal, sleeps 4, fine cond.	10,000
26' Richardson Little Giant, Gray engine, bait tank, radio, sleeps 3, galley and head, fully equipped to fish	4,500
30' Chris Sedan, built 1942, 95 Chris, Onan 110V. Aux., electric refrig., range, etc., sleeps 4	6,500
90' Offshore cruising yacht built 1946 in Seattle, Manson design, 4 GM Diesels, 20kw Diesel auxiliary, electric galley, etc., 4000 mile cruising range, sleeps 10, Chris utility on electric davits	75,000

SAIL

A Teak Lady 18' sloop—all teak, bronze and copper fastened, nylon sails, varnished hull, spotless, stainless rig, 5 HP inboard, sleeps 2	\$ 1,850
36' Herreshoff Ketch, sleeps only two, nylon sails, stainless rig built 1948, Kernath 25 HP aux. on 2:1 reduction, 3 ton food hold, fast and able	4,500
34' Wilbo Angelman ketch, sleeps 5, built 1946, Gray auxiliary, dinghy, radio, non-acid batteries, new head, mahogany hull, an able boat for a long cruise	14,850
42' Luders Cutter, built 1949 at a cost of \$29,000. Three suits of sails, lead keel, Honduras hull, Gray auxiliary, sleeps 4, fast and fully found. Decks are Honduras mahogany canvassed, hollow sticks, stainless rigging with Merriman fittings	19,500
44' Luders Yawl, built 1950, Tanguile hull, all teak decks and trim, all fastenings bronze and copper, camphorwood trim below, sleeps 6, Buda Diesel auxiliary, stainless ice box, etc.	35,000
20' Zapher-type sloop: nylon sails, new trailer, etc.	650
54' Alden Ketch, Diesel, 2 suits sails, many extras	20,000
46' Baker design auxiliary schooner, Gray auxiliary, sleeps 4	9,500
25' Fellows & Stewart sloop, Universal Auxiliary, sleeps 2, stainless rig, nylon sails	2,500
28' Hanna Gulfwind Ketch, Aux., good sails and rig, sleeps 3	3,900
Owens Cutter, teak decks, good racing record	Shown by appointment
32' Atkin cutter, Aux. sleeps 4	9,500

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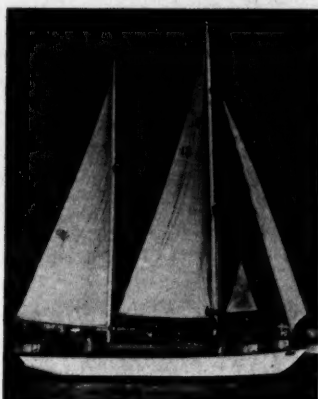
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SAIL

21' Aux. cutter, slips. 2. A buy at.	\$ 695
33' International design—	
2 suits of sails	3,750
37' Aux. sloop. Reduced to	10,900
Reduced to	10,100
41' Aux. ketch, Angelman design.	
A buy	14,500
83' Schooner designed Lowley.	
Xint cond.	24,000

POWER

17' Fairliner Torpedo	
runabout. Xint	2,000
24' Spt. Fisher, elect. ball tank.	
104 H.P. Gray	2,950
24' Enclosed cruiser. Slips. 2.	
1951 hull	3,250
30' Hunter, new Packard motor.	
A clean boat	5,500
47' Shane built, twin screw.	
Lots of extras	26,000
32' Spt. cruiser, new Gray 145 H.P.	
2 fishing chairs	4,950

At left—41' auxiliary ketch designed by Hugh Angelman, built by Wilbo. Sails 6. Powered by a Gray 25 H.P. motor. 2 complete suits of sails. A buy—\$14,500.



Above—The new 26' Welin non-sinkable cruiser, beautifully appointed. Sleeps 4 in 2 cabins. Head is midships with 6'2" of head room. Large roomy cockpit. Water tight engine compartment as well as flotation tanks under cockpit and water tight cabin forward. Her beam is 10 ft., draft 2 ft. 8 in. Powered with a Gray 100 H.P. Speed 18 M.P.H. Now on display. See this before you buy.

(Continued from Page 41)

tos Islands, or even as far as San Martin Island. Others are holding out for Santa Cruz and Santa Rosa Islands. Results will be tabulated and a final decision made at the July officers' meeting.

F. B. FRANCISCO

BELLINGHAM SPRING RACE SERIES UNDER WAY

HAVING gotten off to a good start with the Olympic Dragon races, Bellingham Yacht Club sailors turned out for the spring series of Thursday evening races, and one pair of Saturday-Sunday races. However, various difficulties altered the schedule and the results.

First of all, the loss of the *Prelude* with seven of our sailing friends aboard stopped all activity at the club other than the search. After a slow recovery, the races started on June 5 with the *Wild Goose* of Carl Sahlin out in front, except that Bob Hutton's *Cobo* won on corrected time. The Dragons didn't seem to have a chance, and there are murmurings against the handicap system.

Then—the *Wild Goose* went a-clamming on a 3-foot tide, and although the only damage was taken by the lead on her keel, she was ingloriously high and dry during a couple of races—so naturally *Cobo* won. And when the *Wild Goose* was finally back in the running, Bob Hutton was back east on business, so no *Cobo*, and naturally the *Wild Goose* won. Anybody know a better handicap system?

Of course, the Dragons enjoyed the competition among themselves, and even one lightning strung along just for the sail, and the club gives credit to Pat Sutherland for putting her *Kemab* in action. No handicap for Lightnings is

available under the rules, but Patty manages to get back within about ten minutes behind the last Dragon. More Lightnings will be in before the summer series starts on July 17.

An overnight race to the Sucia Islands is scheduled for July 19-20, and all sailors are planning on this rendezvous. It is the first time a special trophy has been put up for this event.

The Bellingham Junior Yacht Club staged a series of shore-side sailing classes daily for two weeks right after school was out, and learned rapidly the terms, knots and right-of-way rules, as well as getting started sailing in the five sailing skiff "Scheits" of the club.

MERCURY CHAMPIONSHIPS

AFTER 5 strenuous days of racing between Mercury fleet winners from many parts of California, Robert Gaestel of Merced won the championship in his *Rhythm* for the second time in two years. The races were held in Merced from June 23 to 27th and only those Mercuries which had survived the elimination series held by each fleet were entitled to attend. The Mercury is an 18' sloop designed and built by Ernie Nunes of Sausalito, and the class now numbers 362 members. Ken Walsh, Fresno newcomer to Mercury sailing, battled with Gaestel all week for first place, slipping into second place on the final day. The rest of the results are as follows:

Skipper	Fleet	Points
1. Bob Gaestel—Merced		6
2. Ken Walsh—Fresno		13 3/4
3. Roy Ashley—Sausalito		24



One of the popular 30' Chris-Craft Express Cruisers. Powered with twin Chris-Craft 130 H.P. engines which give the boat a speed of 25 M.P.H. She is equipped with a ship-to-shore, automatic bilge pump, complete covers, gas fume indicator, fishing chair, etc. We are asking \$12,500.

SAIL

28' Aux. Sloop, 2 to choose from, Popular CCC class.....	\$ 3,300
24' Cabin Dory, 32 HP Gray, bait tank, fishing equip.....	1,500
4 Star Boats.....	\$500 to 1,700
2 Albatrosses, both have excel. records.....	\$1,675 & 2,000
22' Aux. Crosby Cat, New sails, 20 HP Gray, slips, 2, Hd.....	3,000
Beautiful 40' 1948 Blue Water Cutter. Sleeps 4, teak decks. This is a SPECIAL.....	16,500
40' Aux. Ketch, sleeps 5, asking.....	18,000

POWER

75' T.S. Fan tail yacht, slips, 18, many extras, excel. cond.....	\$45,000
65' Fan Tail livable family yacht. Fathometer.....	25,000
65' T.S. Yacht, new fuel tanks, water pressure system.....	29,500
52' T.S. Cruiser, fast, many extras, fine boat.....	14,000
49' T.S. Fly Bridge Cruiser, dual controls, elect. ref.....	25,000
38' T.S. Hunter, ss radio, 2 dinks, bait tank, new chrome.....	11,750
38' Cruiser, slips, 6, 1 owner boat, comfortable, good.....	8,500
35' T.S. Elco, Auto Pilot, Bait Tank, Dinghy, Complete cover.....	16,500
34' T.S. Cruiser, Bilt. 1946, for long range cruising.....	11,500
33' T.S. Chris Craft Sedan, ss radio, covers, bilt. '48.....	12,250
31' T.S. Owens, ss radio, full covers, very clean.....	8,500
30' Jeffries Sport Fisher, fast.....	3,750

Many smaller boats, both sail and power

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8. Irvine Smith—Merced	42
9. Dr. Geo. Campbell—Los Angeles	50
10. Dave Paxton—Merced	54
11. Ed Mills—Los Angeles	54
12. Fred Dodd—Fresno	65
13. Ernie Nunes—Sausalito	69
14. Bill McDonald—Balboa	70
15. Geo. Rosman—Los Angeles	74
16. Maury Lowell—Fresno	75
17. Ted Halton—Merced	76
18. Steve Stephenson—Pebble Beach.....	88
19. Bob Edwards—Merced	94
20. Dr. Clyde Creech—Balboa	99
21. Dan Flammer—Merced	99
22. Jim Tredway—Stanislaus	102

At the business meeting of the officers and fleet representatives of the Mercury Association, the following officers were elected: Ray Johnson of Fresno, President; Robert Gaestel of Merced, Vice President; Earl Morris of Newport, Secretary-Treasurer.

In 1953 the national championships will be held at Carmel Bay from June 22 to 26 under the sponsorship of the Pebble Beach fleet and the Stillwater Cove Yacht Club.

IRENE SANFORD

TO SITKA AND GLACIER BAY

(Continued from Page 19)

shallow water. "Find us some nets," called the canoeists. But the *Twanob* carried no nets. Instead, the boat hook was lowered to the skiff and a shovel to the canoe. And in a short while eighteen crabs were in possession of our mosquito-bitten mates.

What a feed, what a feast we had that night, lasting past midnight.

(To Be Concluded)

LATEST DOPE ON THE GOLD CUP

(Continued from Page 25)

looked under control every bit of the way. The long rooster tail flattened out—low and long. She was up around 190-mph. At the half-way point Sayres began to de-accelerate because of the chop. The official time showed 185.567 mph for the dash south. Sayres made a big sweep south of the course.

"It was too rough to run back at the speed I came down," he continued, "but I thought of two years ago when we stood by for five days waiting on the weather and decided right then to complete the run."

Complete it he did. He came back at 171.428 mph to attain the averaged total speed of 178.497 mph.

American Power Boat Association rules require that the

ANY TWO OUT OF THREE WILL BE SOLD

I find that we are the owners of three very fine boats, but we really can use only one. They are all so good that I cannot decide which one to keep, so have decided to let the buyers make a selection. We will sell two of the boats and when two are sold, the third will be taken off the market. Here are the boats:

SEA PUSS . . . Heavily built cruiser-type light tug. 7000 pounds outside lead ballast. A fine comfortable sea boat. Economical to operate with her Gray 6-71 diesel engine. Oil range. Oil hot water heating. Bendix automatic pilot. 1200-mile cruising radius. 41'9"x38'x10'1"x6'8". Bent oak frames. Double cedar planking. Iron bark trim. Electric refrigeration. Electric generator off main engine, also auxiliary generator 32-volt. Air compressor. Pressure water system. Electric anchor winch. Fully found. Condition excellent.

PETREL . . . Motor sailer. Sloop rig. Heavily built. Long cruising radius. GM 6-71 diesel. Suitable for offshore work or cruises in Mexican or Alaskan waters. Accommodation for owner, four guests. Crews quarters for three. 60'x56'x14'3"x7'. Fuel 1600 gallons. Water 750 gallons. Electric refrigeration. Deep freeze. Generator off main engine, also Lister diesel generator 110 volt. Allan pilot. Hallicrafters radio. Ship to shore radio. Bendix depth recorder. Oil range and heating. Galley on deck. Carpeted throughout. Fully found. Condition excellent.

SENTA . . . Auxiliary cutter. Designed by Phil Rhodes. Built 1937 by W. F. Stone & Son. Oak keel. Hollow spars. Everdur fastened. Bronze knees. Outside lead ballast. Trunk cabin. Doghouse. Trim, cockpit, bulwarks, deck, interior, of selected teak. 53'x39'9"x12'6"x7'6". New Chrysler Ace on center propeller. Ample sails mostly new. Gas range. Finest material throughout. Fully found. In every way the finest of her size in the country.

IF YOU ARE INTERESTED IN ONE OF THESE BOATS, IT IS SUGGESTED THAT YOU DO NOT DELAY, AS THE THIRD WILL DEFINITELY BE TAKEN OFF THE MARKET AS SOON AS TWO ARE SOLD

Courtesy to Brokers

BARTHOLOMAE CORPORATION

POST OFFICE BOX 111

FULLERTON, CALIFORNIA

TELEPHONE LAMBERT 5-4741

speed run be made in both directions over the course and the time be averaged.

Here is the way it was run. The closest fraction is used in official figuring:

Down 19.35 sec. (19.4) 185.567 mph
Back 20.95 sec. (21.0) 171.428 mph

new record 178.497 mph

In these trials *Slo-mo-sbun IV* used stock Mobiloil and Mobil racing fuel, which has been specially developed by General Petroleum engineers.

SPEED BOAT NEWS

(Continued from Page 29)

LAKE YOSEMITE POWERBOAT REGATTA

48 cu. in.: Kenny Ingram, *Snuffy*; Howard Newton, *Little Jim II*; Roger Ring, *Tec 2*.

PODH: Dr. L. J. Novotny, *Cherub II*; Edison Thomas Pr., *Fleeing Saucer*; Willie Miranda, *Vina Mae IV*; Fred B Racing Runabout: illie Miranda, *Vina Mae IV*; Fred Keene, *Keene-O*; Harold Coelhe, *Wee Willie*.

Cracker Box: Bob Patterson, *Hot Cinders*; Wendell Tucker, *Rattler*; Jim Oldenage, *Once Over*.

WING SANG

711 COAST HIGHWAY — PHONE: SEACON 5414 — NEWPORT BEACH, CALIFORNIA

BETTY CHATTOCK

Yacht Broker

Res. Phone: Harbor 0254-J



POLLY MERRILL

Sales Dept.

Res. Phone: Seacon 6926-W

POWER BOATS

38' Twin Screw Hunt. Built '48. Crows. Beautifully appointed.	\$15,000
38' Twin Kermaths. 1941 Hunter. Exc. condition S-S. Sleep 7	11,000
35' Chris Craft Sedan Cruiser. Just like new. Fish chair. S-S.	9,500
38' Fellows and Stewart Cruiser. '46 Royal. S-S Fly. Bridge.	8,500
38' Roomy. Clean Cruiser. Bilt. 1938. S-S. 3 cabins.	8,500
25' Truscott. In water '51. Chrys. Crown. Sleep 4.	
Balt Tank. Terms.	5,000

WE HAVE BOATS OF ALL CLASSES, SIZES, PRICES

REMEMBER OUR ADDRESS — SEVEN COME ELEVEN (711)

We cannot guarantee to sell your boat, but at least we would like to try. Why not list it with us?

SAIL BOATS

62' Aux. Schooner. Excellent Sails and power.	
Well Found. Sleep 12.	\$22,000
48' Aux. Ketch. Bilt. 1937. '42 Universal. Good sail inventory. Ask	8,700
38' Alden Aux. Sloop. Sleep 4-4. St. St. rig. Racing Sails.	5,000
31' Aux. Gaff Rigged Cutter. '48 Power. Sleep 4. Ashing	5,000
26' Ashbridge Aux. Sloop. SS Rig. ISW S.S. Skiff. Very Clean.	3,750
C C New Motor. Good Sails. Very Clean. Sleep 2	3,000

WE HAVE ALL TYPES OF COMMERCIAL BOATS FOR SALE

E Racing Runabout: Ed Fletchall, *Honey Bee Too*; Dave Hyman, *No Motion*; Leslie Hawk, *Blue Hawk*.

135 cu. in.: John Corea, *Skippy*; Fred Galente, *Joey II*; Buddy Holloway, *Screaming Eagle II*.

225 cu. in.: Richard Hallett, *Wee Too*; Art Maynard, *Restless III*; R. M. Hansen, *Slo Poke*.

266 cu. in.: Kenny St. Oegger, *Rutless II*; Ernest Bender, *Thunderbolt*; Frank Casner, *Lil Injun*.

CLARK SWEET

Associate, FRED SCHENCK, JR.

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LIDO PENINSULA SHIPYARD

POWER

17' Yacht Tender	\$ 1,000.00	30' Chris Express '50	\$12,500.00
18' Lyman Riviera '49	2,050.00	30' Elco, Chrys. Specials	19,500.00
18' Chris Riviera	2,000.00	38' Kellenburg Cus. Cr.	20,000.00
22' Teak Yacht Tender	1,250.00	38' T/S Hunt Cruiser	15,000.00
23' Sportfisher, Chry. CR.	2,500.00	46' Chris Fly Bridge	23,000.00
32' Fellowship, Aca 50	4,000.00	48' Chris Fly Bridge	20,000.00
33' Chris Sedan	'49		8,800.00

SAIL

25' Aux. slp. rtd. dk.	\$ 2,800.00	10 Metra slp. Watts slt.	14,500.00
26' Dbie. End., 25 Univ.	2,000.00	42' Luders Aux. sloop.	Offer
28' Mower sloop, slp. 4	3,500.00	54' Aux. sloop, expt'l.	17,500.00
33' Int'l. 1 Design, '50	4,750.00	48' Yawl will trade RE?	Offer
35' Aux. sloop, very cin.	4,500.00	54' Alden Malabar schrr.	Offer
37' Aux. slp. race-cruiser	10,500.00	54' Aux. schooner, F'n't	37,500.00
40' Aux. slp. 16 mah.	14,000.00		

These are but a few of many good values listed with us.

One Design Sail
Distiffness, Lehmanns, Snowbirds, Falcons, Alboreas, Luders
PC's, Rhodes
Complete INSURANCE service

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The owners are anxious to receive offers for these boats!

40' T.S. Royals 1952 Richardson fly. bridge dual cont. extra	\$24,000
38' T.S. Crowns 1948 Hunt sleep 7 many extras sailing dinghy	\$15,000
48' T.S. new Royals, tanks, wiring, inboard dinghy, spotless	offer
22' Garwood Utility Crown, 115 h.p., good cond.; reduced to	\$ 1,600

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18' Flattie	365	Complete with Trailer and Gear
13' Wood Pussy	325	MAKE OFFER

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FOR SALE

1951 42' DCFB Chris-Craft. Dual Controls, fully found. Shown by appointment only.
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DESIGN — BROKERAGE — COUNSEL

Hugh M. Angelman Charles Davies
SEA HILLS, PORTUGUESE BEND CLUB
via Palos Verdes Estates, Calif.
Frontier 7-4519

Bud Meyer, of the Los Angeles racing family of Meyers', was a casualty of the recent San Diego regatta of inboards and outboards when he was burned about the face, arms and legs. Meyer had the *Avenger IV* for a test spin when suddenly the boat was afire following a flash explosion. One shoe was blown off by the concussion. He said a tank cap came off and the hull was sprayed with fuel when the heat of the motor set off the flames. The 135 was in the water

NEWMARKS' YACHT CENTRE

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24' T.S. 1947 Fairliner. Radio, fish chair, outriggers	\$ 8,800.00
34' T.S. 1947 Express, sleep 6. 50 watt radio	12,500.00
40' T.S. 1948 Husky Deluxe Sedan. Sleep 4. Anxious to sell!	15,000.00
40' T.S. 1951 Express, sleep 6. Pilot. Radio. R.D.F.	23,500.00
47' T.S. Fly Bridge, sleep 8. Estate must sell. Offers submitted	
63' T.S. 1947 Super Express. Fast! Sleep 8, 2 showers	35,000.00

AUXILIARY SAIL

41' Angelman Ketch, sleep 5. 5-5 rig.	
Nylon sails. A beauty!	\$13,000.00
42' Yawl. Teak decks. Sleep 4. Needs work, must sell as is.	7,500.00
47' Abeking & Rasmussen Yawl. Built in Germany, 1947	35,000.00
53' Alden Schooner, fast and able. Sleep 7. Trade or cash.	15,000.00
54' Alden Diesel Motorsailer. 2000 mile range. Sleep 8.	32,500.00
58' Abeking & Rasmussen Cutter. Sleep 8. New sails.	20,000.00

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18 ft. Launch, 60 HP	\$1,250	18 ft. Flattie, 3 suits sails	\$ 430
24 ft. York	1,250	15'4" Snipe	450
30 ft. Owens	5,000	19 ft. Lightning	800
		International 14 New	875

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83' Schooner, new sails, fully equip. for long cruises. Want offer.	37' T. S. cruiser like new	\$12,000
20' Sloop, fast, slps. 2	40' Diesel cruiser	4,000
30' Tahiti Ketch new 48	25' Cruiser auto pilot	2,500
27' Ashbridge aux. sloop	22' Cruiser very sharp	1,975
18' Sloop	24' Cruiser sleep 4	2,300
	27' Steelcraft type cruiser	2,500

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City Yacht Anchorage

1700 W. 9th Phone 60101 LONG BEACH
Turn Right at Foot of Santa Fe

for the second time only since it was built by Bud and his father Eddie Meyer. At the regatta, held on Mission Bay, Richard Hallet of Downey made the day's fastest time with his 225 cu. in. hydro, 61.813 in two heats.

OREGON RACING

THE annual Newberg Outboard Marathon and the Astoria Boat Show and Outboard Regatta provided Oregon outboard racing fans with two of the most spectacular events ever run in the state.

The marathon, held on Memorial Day, was run in heats of twenty miles each with a special event of 48-cubic-inch inboard hydroplanes held on a separate basis of fifteen-mile heats. The latter event stole the show, as it is a comparatively new class to Oregon racing, and most of the spectators had not seen these little screaming Crosley-powered hulls in action.

Despite the fact that the flooded Willamette River was filled with floating logs and other debris, these 48's actually hit a speed of 75 miles per hour!

There were two dumps on the first buoy, but neither driver was injured, and Lee Hitt of Tillamook came up with a broken steering wheel as the only other casualty.

Thirty-three beautiful trophies, which were donated by local merchants, were awarded class winners and three were awarded as perpetual cups. John Hartley of Coquille won the racing perpetual, overall perpetual and Racing Division—#2 cups, making him a three-way winner.

Sanford Ervett of Portland won B-Stock honors with his Phantom hull, and several Kean Craft hulls finished in the money.

This marathon is an annual event and attracted almost 2000 spectators this year. It was a well-handled event with the sponsoring Newberg Boat Club going all out to make it a success. Complete results: 48-cubic-inch Hydro: 1. Matt Barbour; 2. Harry Eyerly; 3. Bud Yeaple.

A-Stock: 1. Clay Fox.

BU-2: 1. Lloyd E. Filer.

CU: 1. George Calkins; 2. Jay M. Bertelson; 3. Edwin Miller.

DU-2: 1. Ted Nova; 2. Harold Meyer; 3. John Chesney.

EU: 1. Ray Davis; 2. Robert Johnson; 3. J. R. Fotheringill.

FU: 1. James Lichty; 2. G. Wintz; 3. Lou Williams.

B-Stock: 1. Sanford Errett; 2. Jerold Brewer; 3. Fritz Hofmann.

D-Stock: 1. Harris Quade; 2. Len Douglass; 3. Ken Martin.

Racing Division—1: 1. Jackson Smithson; 2. Ray McKean; 3. Carl Woods.

Racing Division—2: 1. John Hartley; 2. George Calkins; 3. Al Wyman.

The Astoria event was held in conjunction with the boat show at the Astoria Yacht Club on Young's River on June 7 and 8.

All the leading Oregon outboard racers and several from Washington entered the event. However, water conditions were at their worst with a stiff ocean breeze putting a severe chop on the water and swells rolling in from the mouth of the Columbia River.

The rough water and strong winds caused six boats to overturn. According to these victims the water was "cold, wet and salty," but no one was hurt.

Ten classes of racing boats were scheduled to race, each

Announcement

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All Yachtsmen are cordially
invited to drop in and
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YACHTS AVAILABLE, SHOWN BY APPOINTMENT ONLY.



FOR SALE

Vaeringer 11 Documented at Charleston, South Carolina. 44'4" O.A. 36' water line 13'4" Beam 7' Draft, Iron keel, inside lead ballast, one and one-half inch Mahogany bottom planking, one and one-quarter side planking, one and one-quarter inch Pine deck, Two seventy-five pound Danforth anchors. Fifty fathoms chain and the same of rope.

New laminated spruce mast, 1952, 58' above deck.

New stainless steel rigging, 1952.

New sails (about 1200 feet), 1952.

New 32 Battery, 1952.

New Cushions, 1952.

New Dock lines, 1952.

New Paint and varnish, 1952.

New Generator, 1951.

New Refrigerator, 1951.

New Trickle charger, 1951.

New Running lights, 1951.

New Hoists, 1951.

This yacht is in excellent condition and ready to go anyplace, it is safe and fast. Twenty-eight H.P. Diesel Engine 2 to 1 reduction, in excellent condition, will drive yacht at seven miles per hour at a cost of three cents per mile. Fuel capacity one hundred gallons, water capacity over two hundred gallons, complete electric system, water compressor, screens for all openings, open fire place, four foot bath tub. No expense has been spared to keep this yacht in the finest condition, the equipment is complete. While this yacht has cost upwards of fifty thousand dollars, the price is only twenty thousand dollars. Courtesy to Agents, address Horace M. Dobbins, 3540 South Carolina Street, San Pedro, California. Telephone Terminal 2-0469.

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Rate: 10 cents per word, 20 cents per word for bold face or special type. Minimum charge \$3.00 for each insertion. (For box numbers addressed to SEA & PMB, 815 Witmer St., Los Angeles 17, add \$1.00) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 1st of the month preceding publication.

NEW CHRYSLER ROYAL MARINE ENGINES

Special—4½ to 1 Reduction, \$700

New engines less reverse gear, cheaper than overhauling your old engine.....	\$ 550.00
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2 to 1 reduction.....	1,000.00
2½ to 1 reduction.....	1,000.00
3 to 1 reduction.....	1,000.00

Used and Rebuilt marine motors, gas and diesel.
Write us your needs.

SPECIAL

Water Temperature and oil pressure alarm systems, Regular \$20.00, our price.....	10.00
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12 V. 18 Amp. G.M. Generators (Why not carry a spare?)....	20.00
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SPECIAL PRICES on new 1-cyl. Universal Marine Motors

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Jeep and other conversion parts.....	

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Sea Mule, Chrysler powered, complete unit.....	1,250.00
Will buy for cash marine engines, equipment and supplies in any quantities.	

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AUTO CONVERSIONS AND PARTS

Marine manifolds for all engines. V-8, \$40 pair; Model A \$32; Willys \$30; 6 cyl. Chevrolet, Pontiac, \$50; 6 cyl. Buick, Lycoming, \$45; 8 cyl. Pierce, Packard, \$80; downdraft models add \$5. Your transmission converted to marine gear, most makes \$40; a few \$50; propellers 14"—\$13.50, 16"—\$16.75; shafts, couplings, struts, etc. Everything you need for your boat. MACHINE SHOP TOOLS 12" x 5' lathe \$150, 18" Drill press \$90, 16" x 8" South Bend lathe \$440. Vertical Milling attachment with motor \$125. Good machines, low prices. Money Back Guarantee.

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FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp, gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 160 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

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Galvanized Tiller Chain—¼ and 5/16—lb.....	\$.30
Parallel Rules—4 sizes.....	1.95
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Corner Wash Basins—Plastic 14x15.....	9.50

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Racing Cleats—Brass.....	\$ 2.75
Sheet Snubbing Winch #1.....	3.55
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Swivel Eye Snap Book—#2.....	.70
Non fouling Jib Snap—#3.....	.95
Brass Stem Plate.....	1.25

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34x20—New Coolidge.....	\$119.00
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44x32—Used.....	68.00

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Chrysler Royal, new, W/ spare parts, 9 to 1 reduction.....	\$350.00
Boat heaters, spark plug fan type Stewart Warner #794 E.....	12.00
Blowers, explosion proof, save your life & boat 4" 6-12 volt.....	12.00
Bilge pumps, new, all brass, Navy bulkhead type 1½" outlet.....	13.00
Rules, parallel, new 15" & 24".....	\$1.50 and 1.75
Bronze wire rope, new, full reels 600', all sizes ¼" to ¾".....	.18 to .42
CO2 Fire extinguishers 5# to 15# full charged, like new.....	22.00 to 34.00

Advise us of your requirements, we will get it.

WASHINGTON K-D BOAT CO.

Quent Williams 12 D St., SW Phone 1575J Auburn, Wa.

FOR SALE: Beautiful 30' express cruiser eight months old. Canadian-built to last a lifetime. Double bottom yellow cedar plank-ing. Solid mahogany cabin. Complete accommodations for four. Economical Chrysler power. Chris Craft lines. G. E. Percy, 295 30th Street, West Vancouver, B. C.

Beautiful 14' Century Imperial Sportsman outboard runabout, mahogany decks and transom, windshield and steering wheel, 1949 model, like new. Asking \$350. Chuck North, Avalon 6430 or Avalon 5000, 4030 55th Ave., S.W., Seattle.

Young man seeks employment. Intimate local knowledge of B.C. Coast, familiar with various tidal rapids. Have been running boat constantly for past 10 years, day and night. Any reasonable offer considered. Write Box 10, Sea and PMB, 815 Witmer St., Los Angeles 17.

FOR SALE—Speedboat 18'. Custom built mahogany hull, air-foam and plastic seats. Mercury engine with Edelbrock head. Less than 100 hours use. To settle estate. Call Mr. McCarthy, week days 8 to 5. Torrance, Cal., Orchard 17751.

in two heats, but only three were completed. Of the six original entrants in the D Stock Runabout event only two finished—Len Douglass of Portland, first; and Al Wyman, also of Portland, second.

The A Stock Runabout event was won by Fritz Hoffmann of Tillamook (on time) with Seattle's Jerry Coons second, and 14-year-old Joe Boyce of Kernville, Oregon, third.

Ronald Peterson of Seattle finished first in the B Stock Hydro race, followed by Bob Kittwig of Longview, Washington, and Harry Reeves of Seattle.

Trophies were awarded to these winners. The Helldiver's Trophy was awarded to Fritz Davidson of Coquille, Oregon, for the first flip.

ALAN HERNS

NEWPORT HARBOR

(Continued from Page 30)

Bay course. The little boats did all right, too! Ever see a Snowbird flying a spinnaker? They used to try anything.

Plans are going on for more dredging of Newport Bay and the excellent plans for the new combined Coast Guard, Harbor Master and Harbor Engineer building next to BYC are progressing for this long overdue improvement. Bids have been awarded for the dock and bulkheads already. Plans for the Upper Bay are still being pushed and some day will be consummated.

George Carrington, Jr., as Commodore of Lido Isle Yacht Club was greeted with 94 boats in 13 classes in their annual Regatta on June 14th. Largest class was the Luders 16 Fleet with 13 entries. Doc Suess took two firsts and a second to win the PC first spot. Tom Long in *Challenge* for the third year in a row won the PC Fleet Championship over a series of four races. Tom deserted his PCC sloop *Lark* to show Fred Smales and Mike Burke who tied for second the shortest way around the course.

All SCYA member Clubs are now using the 1952 NAYRU Trial Racing Rules and reports from LAYC, NHYC and BYC indicate that so far the new rules are a real improvement over the 1951 set. The Rules are bound in 15c booklets and in stock at the clubs. BYC has taken a "get tough" attitude on entries and disqualified several top flight boats after Regattas as they did not turn in completed entry blanks. They require both owner and skipper to be Corinthian Yacht Club members to compete. Winard Yacht Club conducted a Women's series off BYC on June 7 with

(Continued on Page 60)

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It holds
the course
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the Amcco Log

There are several sizes of minesweepers being constructed and launchings have begun to appear in various yards building the smaller minesweepers. AMCCO has been maintaining its good construction progress on the AM-421 class and before too long we, too, will be announcing a launching date.

Our repair ways have been busy, as we reported last month, and AMCCO's Tongue Point Ship Repair Program keeps moving right along, too. We recently participated in the de-activation of the *Kenyon Victory*.

***Mark Your Calendar Now:** The revived famous Astoria Regatta—August 28 to 30. The gigantic, famous Astoria Salmon Derby—August 30 to September 6th. Making the biggest 10 days in Columbia River water fun and festival history.

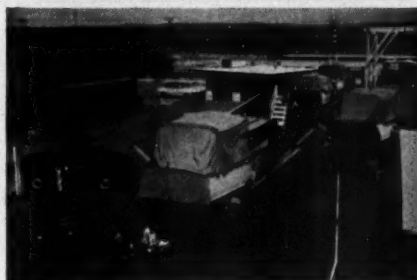
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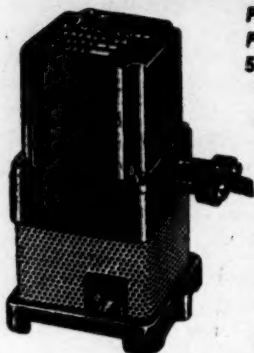
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ONLY 7½" HIGH. FITS ANY
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Operates on 40 watts. Does not have to be fastened down—will not tip over. VAPOR PROOF—will not cause explosion under most hazardous condition. All bronze construction with heavy gauge screen surface—mechanically simplified for trouble-free operation. Complete with 5 ft. oil-proof, grease-proof neoprene-covered electric cable.

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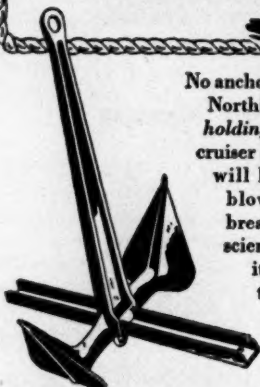
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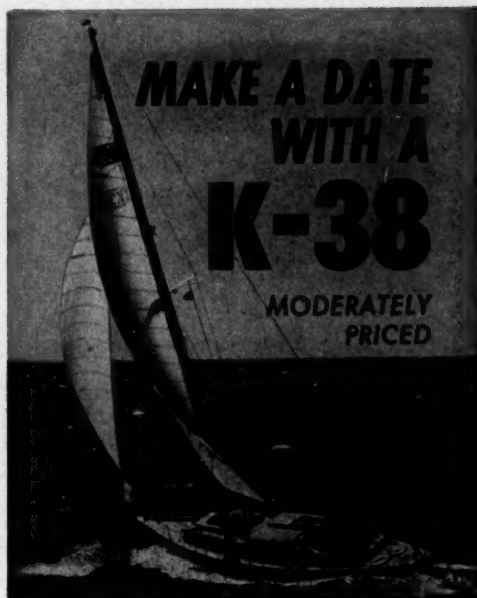


By mid-June four minesweepers were in construction and the keel had been laid on the fifth. We are in varying stages of framing and planking and decking with the AM-class minesweepers. The craft in the AMS-class are coming along fine, too, showing good progress toward launching day.



Look for next month's
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(Continued from Page 57)

Alamitos Bay Yacht Club's Judy Graye and Sally Brown going into a tie which was decided in a sail-off in favor of the cute teenager Sally by one point. Virginia Haskell of BYC capsized her Lehman dinghy, but showing the stuff that has made her a top-notch competitor, she righted the tricky dink and went on to hold third place!

Three more fires in cruisers in the harbor, including one explosion at the gas dock near the ferry, caused all hands to check over their fire equipment and take extra care of all gas connections and stove equipment. Several boats also

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reported a terrific increase in electrolytic action. This mysterious force seems to attack at the most unsuspected places and turns both wood and metal into dust in a matter of weeks!

The *Legend and Coaster* of Chuck Ullman and Steve Royce were not satisfied with taking honors at NHYC's fleet inspection, so they journeyed up to L. A. Harbor and again copped first places for LAYC's inspection competition.

BYC's plans for an addition to the front deck and walk are now in the blueprint stage and several architects are working on the arrangements. When it is finished the Club will have a fine sunroom and lounge out of the afternoon sun and heat that now pour in from the West.

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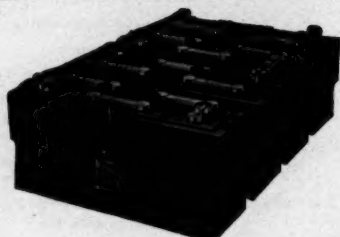
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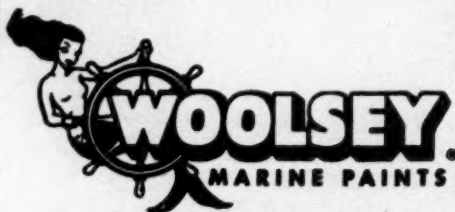
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- And now on water—178.49 miles per hour, Stan Sayres' Slo-mo-shun IV

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(Continued from Page 31)

SAN DIEGO YACHT CLUB NOTES

August Preview

S.D.Y.C.'s main events this month are the annual Star Labor Day Invitational Regatta and twin predicted log races: one finishing at the Marine Officers' Club, on the 17th; and one to Crown Cove on the Labor Day weekend.

Two ocean-course handicaps: the Dauchy Trophy on the 10th, and Hegg Trophy on the 24th, are scheduled.

P.C.s wind up the Fox Trophy Series on the 10th and 17th and open the Starke Trophy Series on the 24th.

Stars finish their Gold Star Eliminations on the 10th and 17th while 110s close their Marina Trophy Series on the latter date.

Penguins will have a three-race Ladies Series on the 24th and the Starlets will be sailing their Championship Series on each Sunday of the month.

In the background of this scheduled activity will be the constant comings and goings of the Fishing Derby contestants, now at the peak of action and the almost equally constant departure and arrivals of cruising enthusiasts, off to Cherry cove or almost any place.

From the size of Fred Allen's stack of mail, the *Fair-weather* should be back. Where the *Novia del Mar* and *Portola* will be at this point is anybody's guess.

June Winners

Phil Muir won the Coronado and Return on June 1st, in Starlet *Skidoo*. Katie Hanna placed second sailing *W'ba' Hoppen* and Bobby Frazee's *Tipit* was third.

John Fox' *Zorra* won the San Clemente Island race, on the following weekend, finishing less than a minute ahead of Walted Trepte's *Evening Star*, a thrilling climax to the long grind, although the time allowance gave *Zorra* a wide margin. Some thirty minutes behind *Evening Star's* corrected time was Dr. John Rumsey's *Duchess*, in third place. Paul Rayburn, in *Banshee*, won the Bofinger Trophy for the first Island Clipper to finish.

Absent for the first time in the history of the race were defender George Kettenburg and his brother Paul who were prevented from entering by the unlucky chance of surgery. Both brothers are now back on their feet, much to the gratification of all club members.

George Worthington won the Starlet Fathers Day Race, in *Blackjack*. Charles Rogers placed second in *TNT* and Walter Albrecht third, in *Firecracker*.

Art Jessop, sailing *Ballerina*, won the Coronado Island Handicap on June 22nd. John Fox' *Zorra* was second and

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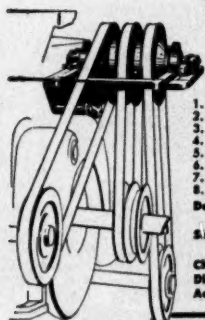
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424-430 E. 3rd St. TUCKER 9116 Los Angeles 13, Calif.

Bill Shepard's *Sally* third. Shepard also captured the Kettenburg Trophy for first P.C. to finish.

That it was very dusty going is attested by the fact that 9 of the 20 starters did not finish, among them some of the most weatherly boats on the bay. A southerly blow, with seas running from the northwest, made it a very mean beat on the way out. To make the day complete the wind failed as the afternoon wore on.

The Starlet Spring Series also came to an end on June 22. Steve Stephenson led the skippers in *Argo*, with Larry Davis, in *Skidoo* second and Charles Rogers' *TNT* third. Phil Muir captured the crew's series, in *Skidoo*. Bobby Hanna was second, in *Firecracker* and Gus Eulitz, sailing *Argo*, third.

"Foreign Entanglements"

Walter and Gene Trepte, Gartz Gould, Milt Wegforth and John Rumsey flew to Newport, R.I. to join "Pappy" Allen sailing *Fairweather* in the Bermuda Race.

Denny Barr, after winning the Buckner Race in San Francisco, and cleaning up in another hassle a fortnight later, came a cropper in the Farallon Islands Race, while well in the lead, when a trawler's lowline brought *Mickey* up all standing with three-fourths of her standing rigging cut by the heavy steel cable. We understand that Ned Barr's quick dousing of the main saved her stick and the complications pursuant to the loss thereof. Too bad to have the perfect record spoiled but good luck, indeed, that the bad news was no worse!

The Marvin Herrmanns and Ed Baileys went to Seattle to crew in the P.C.Y.A.-P.I.Y.A. Regatta in July.

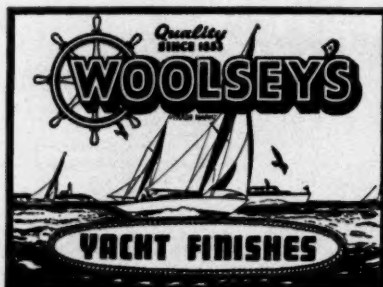
AT CORONADO YACHT CLUB

JIM MILLER and George Doolittle with the help of several fine committee members ended Coronado Yacht Club's 19th Annual Small Boat Regatta on June 28-29 and were congratulated for its success. Everett Shaw and Mrs. Jack Campbell were the committee for the dinghy racers and not a word of complaint from anywhere. Coronado started this Regatta for Small Boats when the Club had only one candle on its cake and it has become a tradition with many small boat sailors to come back to Coronado for this affair as they've done over the period of years.

The Trophy winners of the Small Boat Regatta listed as follows:

Lightning: Zoom, Ray Chenhall; *Chiquita*, Bob Niemyer; *G-Wiz*, Jack Campbell.

Thistles: T. P. Blenny, Seth Brown; *Classie Lassie*, Bill Rice.



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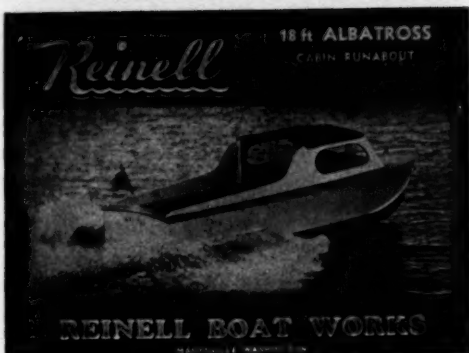


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Penguins: *Touchey*, Herbert Sinnhoffer.

Naples Sabots: *Leezaty*, Carl Eichenlaub, Jr.; *Wot Hoppen*, Louis Bedford.

Rainbows: *Miyot*, Steve Mulhollen; *Reckless*, Bond Thompson.

Snipes: *Two Pounds*, M. B. Jager; *Saint*, D. Reiman; *Confederate*, Fred Miller, Jr.

International 14: Bob Gales.

TEDDY ACKERMAN

AROUND THE GOLDEN GATE

(Continued from Page 32)

much of his victory in the 210 Class. The boy bailed furiously all the way around the course on both days. Others who were able to win both days are Ralph Corkar in the Golden Gate Class, Max Bankart in the PICs, Chris Gasparich among the Windwards, Paul De Silva in Div. 14, Dean Morrison in the Rhodes and John and Dan Matarangas in Div. 17. A few more regattas and repair yards will be perking on double shifts.

The cruiser men assembled a fleet of 78 for their contest on May 31st, for a race from Antioch. It was held under the auspices of the Nor. Cal. Power Cruiser Ass'n, and was sponsored by the Standard Oil Co. of California. Only one boat was forced to drop out, a remarkable showing considering the high flood waters and the wind which exceeded 25 miles. Dr. John Tochini of San Rafael Yacht Club won this important event with the corrected time of 13 sec., which set a new mark for this San Joaquin River run. His ship, the *Marita II*, won in Class B and overall. This makes the second victory for the Doctor within the last three years, so he knows the right groove from Antioch to Stockton. The *Doll-Lee* took the honors in Class A with a 17-second error and the *Mary K*, commanded by Harry Barusch, Commodore of the Pacific-Inter Club, was the Class C winner with an error of 19 seconds. These times were especially good and indicate the skill which the Bay skippers have developed over these difficult courses.

The small boat skippers trailered their boats to Clear Lake for the annual regatta. A fleet of 63 boats came to the starting line, but many had to drop out because of the high winds and heavy going. Some even sank and their crews had to be rescued. Only three El Toros were able to

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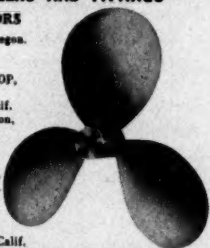
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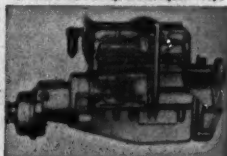
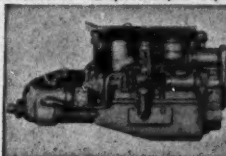
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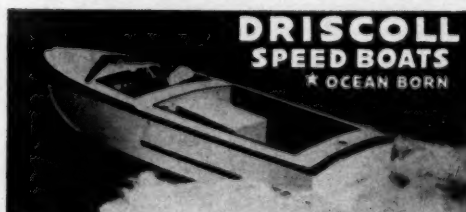


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finish with Jim Warfield the winner. It was remarkable that so small a craft could get around the course. Gordon Rule won in the One-Ton Class with his *Fun*, Jerry Voerges took Shamrock Class and Ed Thrall the Zephyr race. An up-and-coming skipper, Gene Patrick, was the Snipe victor, John Lounget was tops among the Melodies and Jack McNichols led the International 14s.

Elkhorn Yacht Club reports that it is ready for the big fleet expected at Moss Landing over the July 4th holiday. The floats will be finished and all club repairs will be completed.

This has been a most strenuous month for the Richmond Yacht Club sailors, who held the YRA Regatta and also the SBRA Regatta during June.

St. Francis Yacht Club staged its Bottle-of-Scotch Star Boat Regatta which was won by Peter Schoonmaker with his *Jade*. Bob White's *Toupee* furnished strong competition.

Sausalito Cruising Club had ten boats on hand for the cruise to Coyote Point over the week-end of June 21st-22nd. This club has been busy entertaining visitors after many of the power cruiser races and is fast becoming a popular rendezvous for cruiser men.

The Golden Gate Yacht Club is planning another of its famous Sons of the Beach parties for August 2nd. All the Spaulding-designed sloops are now in the water alongside the Golden Gate clubhouse.

The Delta Yacht Club is doing an overhaul job on the island, so it will be beautifully landscaped when the new clubhouse is built.

Palo Alto sailors report that Flotilla 15 of the Coast Guard Auxiliary is placing life rings and bamboo poles on their floats to provide added safety for the youngsters.

Aeolian Yacht Club held a Shipwreck Party in conjunction with the Marina Yacht Club on June 14th.

Oakland Yacht Club was host to the Pacific Inter-Club meeting on June 2nd. The affair was so successful that now the delegates want to meet in a different yacht club each time.

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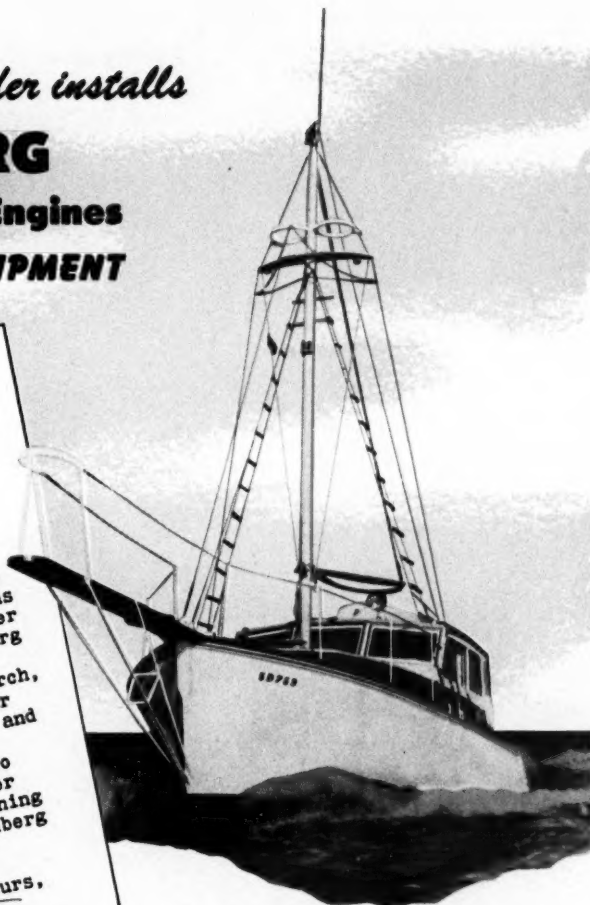
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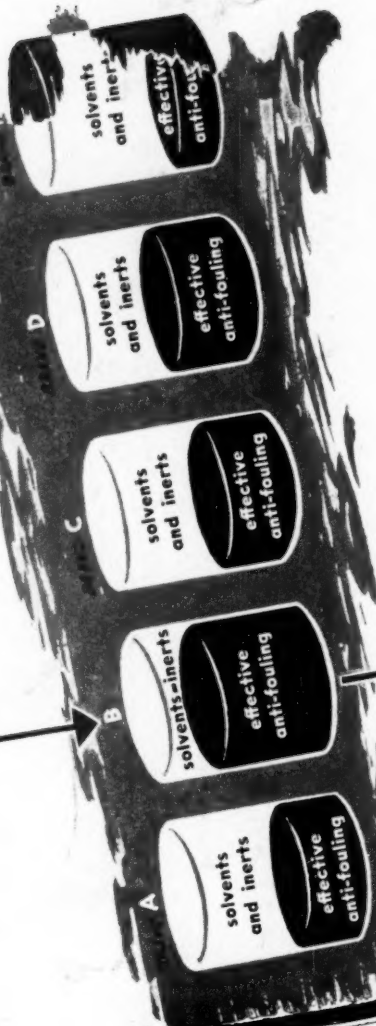


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